



## **YOUR HOLIDAY IN EUROPE**





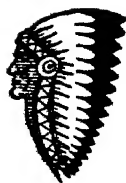
# YOUR HOLIDAY IN EUROPE

by

GORDON COOPER

AND

ERNEST WELSMAN



LONDON

ALVIN REDMAN LIMITED

By GORDON COOPER

YOUR HOLIDAY IN BRITAIN  
YOUR HOLIDAY IN ITALY  
YOUR HOLIDAY IN FRANCE

By GORDON COOPER *and* ERNEST WELSMAN

YOUR HOLIDAY IN IRELAND  
YOUR HOLIDAY IN EUROPE

*First Edition 1949*

*Second Edition 1950*

*Third Edition 1951*

No. No.	29026
No. No.	G 4
No. No.	939

MADE AND  
PRINTED IN GREAT BRITAIN BY  
BARNARD & WESTWOOD LTD.  
LONDON, W.1 & WINCHMORE HILL

# CONTENTS

	PAGE
By Way of Introduction . . . . .	xi
<b>PART I. TRAVEL WITHOUT TEARS</b>	
(i) Prelude to Adventure . . . . .	1
(ii) Planning your Holiday . . . . .	2
(iii) When and where to travel . . . . .	5
(iv) Your first trip and how to make it . . . . .	6
(v) Travel Without Trouble . . . . .	8
(vi) About Travel Agents . . . . .	10
(vii) How to go on your own . . . . .	11
(viii) Passports, Visas, Military Permits and Money Matters . . . . .	13
(ix) The Language Difficulty . . . . .	18
(x) About Accommodation . . . . .	19
(xi) Food and Drink . . . . .	23
(xii) A Lesson on Tipping . . . . .	25
(xiii) An ABC of Transportation . . . . .	27
(a) By steamers and boats of various kinds . . . . .	27
(b) By aeroplane . . . . .	31
(c) By train . . . . .	32
(d) By motor-bus and other public conveyances . . . . .	35
(e) By automobile . . . . .	37
(f) On horseback and by horse-drawn vehicles . . . . .	39
(g) Cycling . . . . .	41
(h) Walking . . . . .	43
(xiv) Getting ready to go abroad . . . . .	44
(a) Clothing . . . . .	44
(b) Luggage . . . . .	45
(xv) Information, please! . . . . .	47
(a) Guides . . . . .	48
(b) Guide-books . . . . .	48
(c) Maps . . . . .	49
(xvi) Some things to note . . . . .	50
(a) Mail . . . . .	50
(b) Changing times . . . . .	51
(c) Health (without medicine) . . . . .	52
(d) Photography . . . . .	53
(e) Passing the Customs . . . . .	54
(f) Hobbies . . . . .	55
(g) Keeping a diary . . . . .	55

	PAGE
(h) Rules of the road - - - -	56
(i) Visiting cards and other small gifts - -	56
(j) Fishing rods - - - -	56
(k) An emergency compass - - - -	56
(l) Comfort in a train - - - -	57
(m) Theatre seats - - - -	57
(n) Insurance of baggage - - - -	57
(o) Social customs - - - -	57
(xvii) Ways to Economise - - - -	58

## PART II. THE BEST OF EVERYTHING - - 61

(i) Agriculture and Farming - - - -	62
(ii) Archæology - - - -	63
(iii) Automobile and motor-bus trips - -	63
(iv) Camping - - - -	64
(v) Canoeing - - - -	65
(vi) Castles, châteaux, manor-houses - -	66
(vii) Cathedrals, abbeys and churches - -	66
(viii) Caves, grottoes, pot-holing - - -	68
(ix) Cities, towns and villages - - - -	69
(x) Cycling tours - - - -	70
(xi) Escapist haunts - - - -	70
(xii) Festivals (musical, theatrical, religious) -	71
(xiii) Field sports (angling, fishing, shooting, hunting, etc.) - - - -	72
(xiv) Folk customs (song, dance, lore and costumes) -	73
(xv) Forests - - - -	74
(xvi) Gardens - - - -	75
(xvii) Gastronomic specialities - - - -	76
(xviii) Gliding and soaring - - - -	76
(xix) Greek remains - - - -	77
(xx) Holiday camps - - - -	79
(xxi) Holiday Centres - - - -	79
(xxii) Horse-riding - - - -	80
(xxiii) Islands' - - - -	80
(xxiv) Lakes - - - -	81
(xxv) Mountains, mountaineering - - - -	81
(xxvi) Museums and Art Galleries - - - -	82
(xxvii) National pageantry - - - -	83
(xxviii) Natural history (wild flowers, wild animals, bird life) - - - -	84
(xxix) Night-life - - - -	85
(xxx) Pilgrimages and Retreats - - - -	87

# CONTENTS

vii

	PAGE
(xxxi) Roman remains - - - - -	88
(xxxii) Scenic high-spots - - - - -	88
(xxxiii) Seaside resorts - - - - -	89
(xxxiv) Steamer and boat trips - - - - -	90
(xxxv) Summer schools. Student facilities. Exchanges -	91
(xxxvi) Train journeys - - - - -	93
(xxxvii) Unusual holidays - - - - -	94
(xxxviii) Walking tours - - - - -	95
(xxxix) Winter resorts - - - - -	96
(xl) Winter sports - - - - -	96
(xli) Yachting and motor-cruising - - - - -	97
(xlii) Youth hostelling - - - - -	97

## PART III. EUROPE—COUNTRY BY COUNTRY

(i) Austria - - - - -	99
(ii) Belgium - - - - -	110
(iii) British Isles - - - - -	117
(iv) Czechoslovakia - - - - -	122
(v) Denmark - - - - -	127
(vi) Finland - - - - -	135
(vii) France - - - - -	140
(viii) Germany - - - - -	157
(ix) Greece - - - - -	172
(x) Holland - - - - -	178
(xi) Hungary - - - - -	185
(xii) Italy - - - - -	190
(xiii) Luxembourg - - - - -	200
(xiv) Norway - - - - -	204
(xv) Poland - - - - -	213
(xvi) Portugal - - - - -	217
(xvii) Spain - - - - -	222
(xviii) Sweden - - - - -	231
(xix) Switzerland - - - - -	239
(xx) Yugoslavia - - - - -	251
(xxi) Countries for the Adventurous - - - - -	256
(a) Albania - - - - -	256
(b) Bulgaria - - - - -	257
(c) Rumania - - - - -	258
(d) U.S.S.R. - - - - -	259
(xxii) The Little Countries - - - - -	260
(a) Andorra - - - - -	260
(b) Gibraltar - - - - -	261
(c) Liechtenstein - - - - -	262

## CONTENTS

	PAGE
(d) Monaco - - - - -	- 262
(e) San Marino - - - - -	- 263
(f) Vatican City - - - - -	- 263
(xxiii) The Isles of Europe - - - - -	- 264
(a) Channel Islands - - - - -	- 264
(b) Cyprus - - - - -	- 266
(c) Faroe Islands - - - - -	- 266
(d) Iceland - - - - -	- 267
(e) Malta and Gozo - - - - -	- 270
TAILPIECE—ON COMING HOME - - - - -	- 271
APPENDICES	
(A) Holidays throughout the year - - - - -	- 272
(B) European Currencies - - - - -	- 273
(C) Directory of Official Travel Information: Offices and Consulates - - - - -	- 274
(D) General Directory - - - - -	- 277
(E) Food in Four Languages - - - - -	- 282
(F) Acknowledgments - - - - -	- 283
INDEX - - - - -	- 284

# LIST OF ILLUSTRATIONS

## PLATE

1. Austria : Vienna
2. Austria : Salzburg
3. Austria : Heiligenblut
4. Belgium : Grand' Place, Brussels
5. Belgium : Quai de Rosaire, Bruges
6. Belgium : Procession of the Holy Blood, Bruges
7. Czechoslovakia : Charles Bridge, Prague
8. Czechoslovakia : Slovakian Youths in their Sunday best
9. Finland : Saimaa Waterway System
10. France : Arc de Triomphe, Paris
11. France : A Café in Paris
12. France : Château Chambord
13. France : Carcassonne
14. France : Winter Sports in the Haute Savoie
15. Germany. Black Forest
16. Germany. Dinkelsbühl
17. Denmark : Tivoli, Copenhagen's Fairy Palace
18. Denmark : Courtyard of the Castle of Kronborg
19. Denmark : The Danish Rocky Island of Bornholm
20. Holland : A Corner in Amsterdam
21. Holland : A Dutch Windmill
22. Holland : Cheese Market in Alkmaar
23. Hungary : Houses of Parliament, Budapest
24. Hungary : Magyar Dancers
25. Italy : National Monument to Victor Emmanuel II, Rome
26. Italy : Ponte Vecchio, Florence
27. Italy : Lower Church of St. Francis, Assisi
28. Italy : Grand Canal, Venice
29. Italy : Palio Race, Siena
30. Italy : Panorama from Monte Solaro, Capri
31. Italy : Greek-Roman Theatre, Taormina
32. Bulgaria : Old Turkish Houses in Plovdiv (Phillippopolis)
33. Luxembourg : General View of Luxembourg
34. Luxembourg : View from Bourscheid Castle
35. Norway : Bixdal Glacier and the Nordfjord
36. Norway : View from Jölster, Western Norway
37. Norway : Old Stave Church, Borgund
38. Norway : Rondevass Tourist Station



## PLATE

39. Yugoslavia : Rab, on the Dalmatian Coast
40. Yugoslavia : Sarajevo
41. Portugal : Museum of Coaches, Lisbon
42. Portugal : Cloisters, Batalha Abbey
43. Spain : Alhambra, Granada
44. Spain : Roman Aqueduct, Segovia
45. Spain : Interior of the Cathedral, Cordoba
46. Spain : Tomb of Columbus, Seville Cathedral
47. Spain : Avenue of Cypresses, Maria Luisa Park, Seville
48. Spain : Bull Fight, Vigo
49. Sweden : Town Hall, Stockholm
50. Sweden : Göta Canal
51. Sweden : Swedish Lapps
52. Sweden : Miracle Play, Visby
53. Switzerland : Spring-time in Switzerland
54. Switzerland : Samaden, Upper Engadine
55. Switzerland : St. Moritz
56. Switzerland : Ski-ing near Davos
57. Greece : Acropolis, Athens
58. Greece : Street in Mykonos, Aegean Sea
59. Andorra : Andorra La Vieille (Andorra the Old)
60. Liechtenstein : Vaduz Castle
61. Cyprus : Street Scene, Larnaca
62. Faroes : Captured Whale at Thorshavn
63. Iceland : Mud Volcanoes near Reykjavik
64. Malta, G.C. : A Maltese "Karrozzini "

## BY WAY OF INTRODUCTION

MOST FASCINATING of all pursuits to many of us is the choice of a holiday, and as most of the countries in Continental Europe are eager to welcome foreign visitors, we feel that this book will be of value, especially to those who have not yet ventured out of their own country. The first step, in fact, the decision to go out and see something of the wonders of Europe, is often the hardest part of the journey.

Although great sums of money are spent on travel propaganda and supplying free information, you may still be faced with a problem in planning your holiday abroad. This problem is not so much a matter of cost as of making up your mind just what you want to do most and finding out what is available. Once these points are settled you will have an easy time, and with the advice given here, will know how to carry out your trip.

This book has two purposes :

(a) To provide you with ideas for every kind of holiday in Europe likely to suit your requirements;

(b) To give you enough (and only enough) practical, up-to-date information, so that when you go you will have the best possible time.

Accurate information is the key-note of this book. It is crammed with facts, but it is by no means the conventional kind of guide-book.

We have divided the book into three main parts :

Part I is intended chiefly for those who do not "know the ropes," providing hints on most things they will need to know.

Part II should help you to decide where to go.

Part III gives a variety of up-to-date factual information about each country in Europe.

Owing to constantly changing conditions, prices are seldom given. Information on such matters can easily be obtained from the sources listed. For similar reasons we cannot give you reliable facts concerning boat sailings, times of trains, occasional rationing restrictions, and other fluctuating rules and regulations in force in different countries.

Personal knowledge of every European country is claimed by the authors, who have revisited the majority of countries since the war. In addition, each section has been "vetted" by the most competent appropriate authority. In order not to overload the book unnecessarily, only the names of *national* bodies or organizations are given in the text, and their addresses are to be found in the directory at the end of the book; details about *local* or more specialized sources of information can invariably be obtained from the official tourist offices.

Suggestions for the improvement of this book or corrections will be gratefully welcomed by the authors, whose main aim is accuracy and usefulness.

GORDON COOPER

ERNEST WELSMAN

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### NOTE TO THIRD EDITION

Since the original publication of this book in 1949, certain changes have taken place which necessitate corrections. These are embodied in the present edition, together with the occasional revision of opinions. Information about a holiday in Germany is also included. We might add that frequent visits to many European countries during the last two years enable us to be both practical and up-to-date in our facts and advice, and thus, we hope, to be even more helpful to readers than in the past.

November, 1950.

G.C.  
E.W.

## PART I.

### TRAVEL WITHOUT TEARS

*Among those many advantages which conduce to enrich the mind with a variety of knowledge, to rectify and ascertain the Judgment, and to compose outward manners, and to build up to the highest story of perfection, peregrination or foreign travel is none of the least.*

*"Instructions for Foreign Travel" (1642)—JAMES HOWELL*

#### (i) PRELUDE TO ADVENTURE

An inquisitive mind is the best passport for those who would enjoy the real fun and thrill of travel. Most of us, if we were asked, would say we visit foreign countries for a "change": a change of environment and scene, a change of food and drink, and for the adventure that comes from meeting the inhabitants of other lands and observing their customs and ways of living.

It is a great mistake to become stale either at your work or in your home. You may think it is a duty or a sense of conscientiousness which ties you down to your particular environment. The chief result, of course, is that you begin to lack ideas and a sense of freshness in your outlook and behaviour. You lose, in fact, the essence of the art of true living.

It is so very easy in this queer world of ours to form the habit of being a squirrel. It is very easy, for instance, to succumb to the habit of going every summer to the same old place for one's holiday and doing the same old things. It is easy, again, to reach the age of sixty without ever

having seen the Bay of Naples, the Fjords of Norway or the Palace of Versailles.

Laziness and a tame surrender to the tyranny of circumstances hold back many of us from travelling. But it is really up to you to take the first step to escape from such a condition. If your lot does not satisfy and please you, you can, with determination, change it. Once aware of your bonds, you are on the high road to freedom, and you should not even let yourself be dissuaded by those who tell you that you ought to know your own country first before venturing abroad. You will have the opportunity of doing that when the time comes for you to settle down.

Not so many years ago it was mostly only the rich who went abroad for their holidays. Today that position has been largely changed, and it is now the mass of the population, including younger people, for whom the tourist trade mainly caters. This means, of course, that bargains in travel are constantly being devised.

The rewards of travel are many, and they include sympathy and tolerance for your fellow-men. After seeing the world you view humanity from a new angle. And as you grow older you will have the most precious of all possessions—happy memories.

Travel is an investment in yourself. It is often a better and safer investment than stocks and shares. What rich dividends we can reap all through our lives from a comparatively small sum spent on a holiday! In this book we pay much attention to the needs of the thrifty traveller. It is, indeed, the way we travel ourselves—from preference.

## (ii) PLANNING YOUR HOLIDAY

The ideas, advice and hints given in this book are meant to show you how best you can obtain a carefree and

interesting holiday in Europe. "Remembrance," says a French proverb, "is the only paradise from which we cannot be driven." But the possession of happy memories must, in part, be contrived and then acquired before they can be enjoyed. Consequently, a certain amount of planning, especially if you are going to unfamiliar countries, is obviously an essential for securing a successful and happy holiday. This planning is also a delightful prelude to the adventure itself. Still, bear in mind that it is just as amusing, if you have the inclination, to change your plans as you go along on your travels. So never, if you can avoid it, bind yourself down too rigidly.

"The fun of travel," wrote Frank Tatchell in that delightful travel classic, *The Happy Traveller*, "consists largely in chance encounters and unpremeditated moves; so leave the details of your journey in the hands of Fate. Too much planning is as much a mistake as it is in gardening." This is sound advice, even though it must sometimes be adjusted for personal reasons.

Have the wisdom, however, to enjoy *your* holiday in *your* own way. Cultivate the art of sauntering around. Seeking out the infinite interests of life and having unusual encounters is more than an entertaining hobby; it is an experience in the art of living, opening your eyes to the riches and immense variety of human life. Even loafing can be a bewitching kind of pleasure. In fact, be on your guard against trying to do or see too much, and thus becoming overtired.

The question whether to travel alone or in company is a personal matter. Do not be afraid, however, of going on your own, for there is much pleasure to be gained from making casual acquaintances. Indeed, chance companionship can be the best of all. One thing is certain: uncongenial companions can spoil and even ruin a holiday.

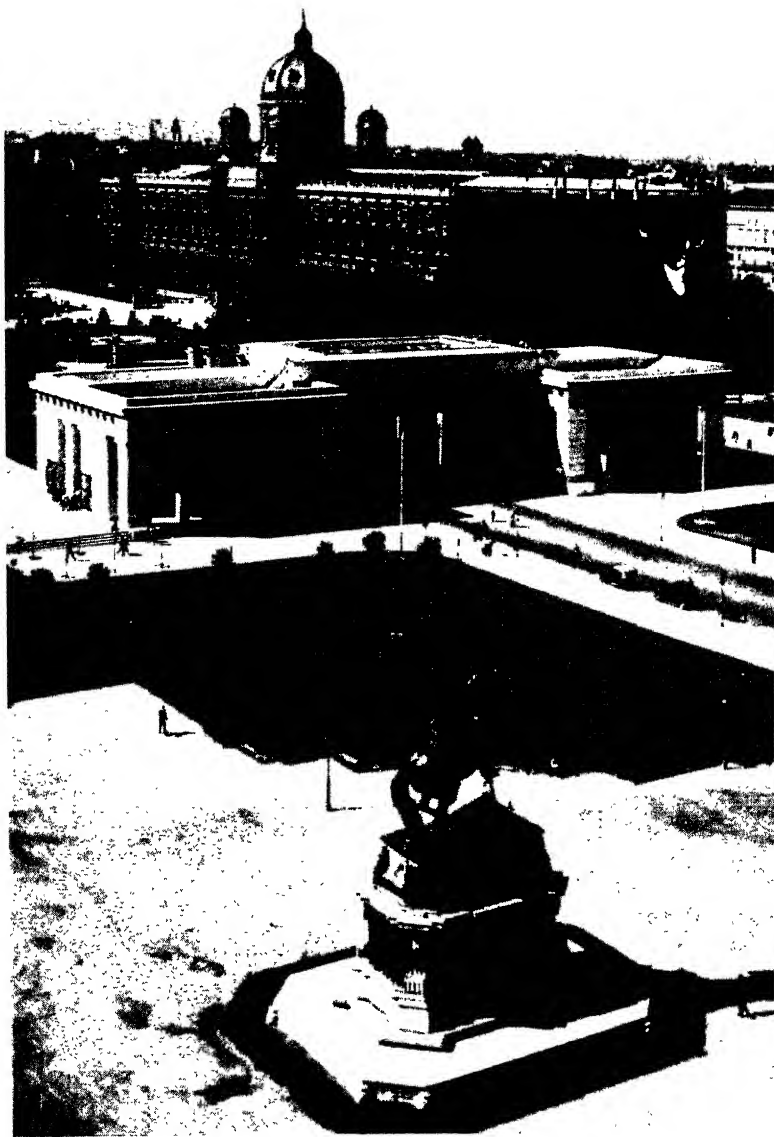
Even if you are married, sometimes travel alone. Identity of interests is by no means general in husband and wife, and there is no valid reason for a woman merging her taste in holidays in that of her husband. There is little question but that absence, gaily and mutually agreed upon, makes the heart grow fonder, and it is all to the good that we should recognize it.

It is only fair, we feel, to state one good argument in favour of companionship—at least, for many people. It might be summed up in the word “morale.” Congenial companions can help overcome some of the irritations of travel, such as being stranded at some railway junction for a couple of hours. They can make picnicking enjoyable and thus save money. Especially at night-time, the single person is apt to spend money rather foolishly, mainly in order to banish boredom.

Still, even if husband and wife, or two friends, go away together, they should make a point of parting from each other occasionally. Let them have their own individual “adventures” so that when they do meet again they have something fresh and exciting to talk about. Unceasing companionship usually becomes dull and is non-stimulating. These temporary partings can play a great part in adding zest to a holiday.

A holiday in Europe, it is often said, broadens the mind; but regard it primarily as an exciting adventure. Do not waste your time seeing and doing things which bore you. Do not even follow too slavishly the suggestions given in this book, for their purpose is merely to entice you from the beaten track and help you to enjoy things you might otherwise not have thought of or known about.

A sense of humour and a capacity for self-reliance help you to laugh at the many discomforts and absurdities of



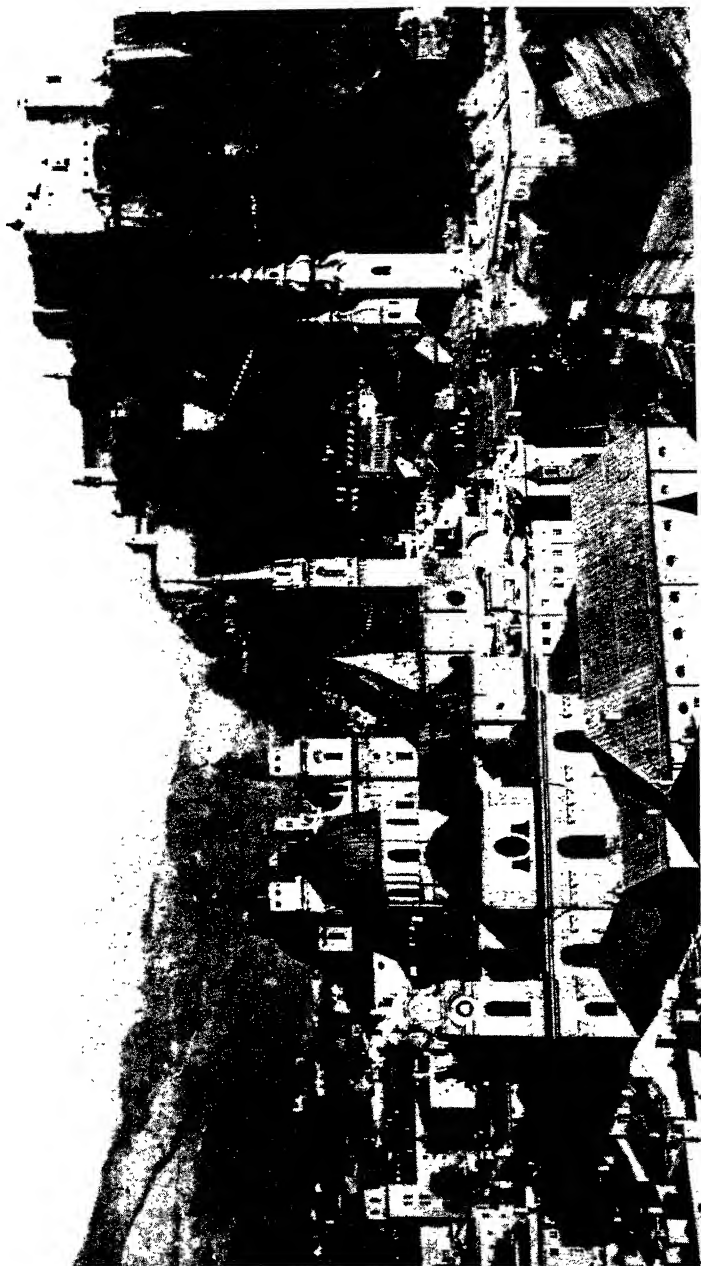
AUSTRIA.

VIENNA.

Plate 1

The Austrian capital, despite the ravages of war, is still a city of palaces and architectural splendours, which give it a peculiar grace all its own. In the background is the Natural History Museum; in the foreground is the Heldenplatz.





AUSTRIA.

# SALZBURG.

Lording it over this city of music and beauty is the ancient fortress of Hohensalzburg, where Princes of the Church held court for over 1000 years. Originally a Roman trading post, Salzburg takes its name from local salt deposits.



AUSTRIA.

HEILIGENBLUT.

Plate 3

This village takes its name from the "Holy Blood" said to have flowed from a picture of Christ when it was stabbed by a fanatic. The church is 15th century. A modern motor road leads on to the glacier regions near Grossglockner, Austria's highest mountain pass.



BELGIUM

# GRAND PLACE, BRUSSELS.

Plate 4

This shows the King's House, a nineteenth century restoration of the  
fifteenth century Broodhuis where court officials used to officiate.  
To-day it is occupied by municipal offices.

life, and are great aids in travel. Indeed, the success of your holiday mainly depends upon your lightness of heart.

Take pains to be courteous. Do not forget that foreigners will judge your country from the way you act. Never, of course, refer to the natives of the country you visit as "foreigners." You yourself are the foreigner. You are, in certain respects, an ambassador, so study the conventions of the inhabitants, respect their good qualities, be tolerant of apparent idiosyncrasies, and live quietly and unobtrusively. Do not boast or be critical, avoid religious and political discussions, and do not interfere in riots or rebellions!

### (iii) WHEN AND WHERE TO TRAVEL

Although there may be apparent obstacles to travel in certain parts of Europe, do not let these necessarily deter you. It is surprising where a determined person can go—and be hospitably welcomed. Conventional travel agents, concerned quite rightly about possible complaints, may well hesitate to recommend their clients to visit some places. But, provided you can reach the border with your passport in order and thus gain entry into any particular country quite legally, then the adventurous traveller will be quite ready to take the ups with the downs, the rough with the smooth.

Those travellers, however, who think chiefly in terms of creature comforts and organized facilities are best advised to stick to certain countries and to the beaten tracks there, leaving the byways to those with more enterprising temperaments. For those with unconventional minds, personal ingenuity and resourcefulness can cope with most difficulties and barriers.

Which countries to visit, and when, are largely a matter of individual taste and convenience. This book should

assist you in this respect, although our aim is to *help* you make up your mind, rather than to *make* it up for you—surely the better service of the two.

Most people will want, at some time in their lives, to visit Italy, France and Spain. Along with Greece, they are the cradles of much that is meant by Western civilization. To these countries the intelligent traveller can return again and again with unfailing zest and unquenchable interest.

After these countries, the most popular are Switzerland, Austria, Germany, Belgium and Norway, each having its own special charms and characteristics.

When you are making your plans you will naturally consider the matter of season. Try not to go to the right place at the wrong time, although there are few places in Europe where the wrong time is not better than not at all.

Avoid, if possible, the crest of the travel season—July and early August usually, for this period is the chief holiday time in most European lands for the country's own inhabitants. The latter half of August is better, but it is during the other months of Spring, Summer and Autumn that you can not only find better accommodation and service at less cost, but also see the country itself under lovelier conditions.

Good weather can be found somewhere or other in Europe all the year round, so do not be too slavish in following the accepted tourist seasons, see appendix A—Holidays throughout the year.

#### (iv) YOUR FIRST TRIP AND HOW TO MAKE IT

The thrill of travel for anyone who has never been abroad is a difficult emotion to analyse; as difficult, in

fact, as trying to acquaint a chronic bachelor with the happiness of parenthood, or describing the beauty of a sunset to someone without the gift of sight.

This book is written, however, on the assumption that you have at least decided to travel. We take it for granted that you intend to have a holiday trip somewhere in Europe, and that you wish to obtain as much satisfaction and profit out of living as possible.

Let us commence by emphasizing that one of the chief secrets of enjoyable travel is to make the trip fit you—your interests, your temperament, and above all, your degree of travel experience. Always remember that you travel for pleasure, so "Be yourself" is an essential slogan to adopt. Don't try and adapt yourself to the travel facilities which are put in front of you. *Make them serve you.*

In the case of a first trip, travel experience must obviously be lacking, but do not let that deter you from visiting even the most remote parts of Europe. If you have always longed to visit, say, Swedish Lapland or the Spanish Basque country, have no qualms. There are organizations equipped to deal not only with these two places but also with most other travellers' needs. Even so, when you book your ticket for a distant place, nobody can tell in advance exactly what is in store for you. For travel isn't the sum of the places named on the ticket. *Travel is adventure.*

If you have never travelled abroad before, there are four kinds of trip open to you. They are:

1. Conducted or escorted tours.
2. Independent "Made-to-measure" trips.
3. Holidays at a fixed centre.
4. Travel on your own.

Which of these methods is most likely to suit you depends on your opportunities and preferences. If time is limited and you wish to cover a lot of ground on your first trip, then we suggest that you select some kind of organized conducted tour. This does not mean that you cannot go off on your own to see particular things that interest you, for it is a mistake to see everything which is suggested whether it is likely to interest you or not. Remember, however, that you are in the hands of an organization which is experienced in planning holidays and knows the sort of things which appeal to the majority. It is a good way of learning to "know the ropes."

Experienced travellers are sometimes disposed to jibe at the idea of conducted tours. "Collective rubbernecking" or "a shepherd with his sheep," you may hear murmured. On your first trip it is not an unwelcome thing to have a shepherd, and even rubbernecking—well, it depends on yourself how much you see with your party. After all, it is *your* holiday.

### (v) TRAVEL WITHOUT TROUBLE

The seasoned traveller generally prefers personally to overcome the troubles arising from travel. To the inexperienced, especially if he is a gregarious creature, the professionally planned tour is of considerable value. You can, if you wish, arrange with a tourist agency to book you in at one or more centres and see that you arrive and return safely.

As far as escorted tours are concerned, the would-be traveller has an overwhelming selection from which to choose. The attractive travel-folders and brochures issued by the travel agencies are of sufficiently wide appeal to lure the reader into some tour suited to his purse. In most cases you buy an all-inclusive ticket for a set tour,

and travel in a party, under the guidance of a courier employed by the company. He shoulders all travel problems, including the daily answering of scores of questions, many of them puerile. The perfect courier must possess the tact of a diplomat, inexhaustible knowledge, and the patience of Job. All you have to do on many such tours is simply to carry on as you are directed. You may be sheep—but you are carefree sheep!

There are also escorted tours arranged by all kinds of non-profit organizations: sporting, cultural, simple-life, educational, and so on. They are usually simpler in design and cheaper in cost than the commercial tours. There is more freedom of action, even though they do have a set purpose, and many cater for the energetic. On such tours you are more likely to meet companions having similar tastes.

The opportunity of making new friends and encountering fresh minds is one of the attractions offered by conducted tours. Sometimes you may be unlucky and strike the incurable bore. That is a problem for which we cannot prescribe any standard remedy. It is advisable in any kind of escorted tour to find out how many are going in the party, and if you can do so, choose to go rather in a small group (not more than 20 persons). Also try to join a party of people of the same age as yourself and of similar outlook and degree of energy in sight-seeing.

\* \* \*

Suppose you plan to visit, say, France, Belgium or Holland. You wish to travel on your own, but do not speak the "language." Here is where the Independent "Made-to-measure" trip comes in. In such cases you tell



your travel agent precisely where you desire to go, how long you wish to be away, and how much you intend to spend. In a day or two he will hand you a detailed itinerary for your approval, telling you at the same time the inclusive cost. He will often tender useful ideas and practical suggestions for the improvement of your holiday. Then, if you are satisfied, you pay for the whole tour before leaving home, taking only enough money with you to cover incidental expenses and purchases.

This method certainly costs more than a conducted tour, but it has several advantages, the chief one being that you do travel on your own. When you arrive at a strange railway station or port a representative of the travel agency is waiting there to meet you. He helps you with your baggage at the customs (especially useful if you do not speak the language), handles the porter, and then sees you transported to your selected hotel where a reserved room awaits you.

Your itinerary will probably cover the cost of meals and certain local sightseeing trips. When you are about to leave an hotel there is none of the unpleasantness which can arise when you receive your bill. There are no embarrassing disputes over tips, for instance. The watchful eye of the travel agent's representative looks after your interests all the time, and he is there to help you solve any problem or difficulty.

This kind of "travel without trouble" trip has many points in its favour, even for those with considerable travel experience.

### (vi) ABOUT TRAVEL AGENTS

It may not be out-of-place to say a few words about travel agents, and to give you a warning. After all, the travel agent you select for your patronage has a great deal

to do with the success of your holiday, quite apart from the fact that he is handling your money.

Now, one has only to study the pages of newspapers to see that literally hundreds of travel agencies are advertising their wares. Their various alluring offers may confuse you, and it is difficult to make a choice. Let us state quite definitely that to ensure satisfaction you are strongly advised to deal with well-established firms. They have a reputation for a square deal and simply cannot afford to have dissatisfied clients. They have, through the course of many years, built up first-class connections in every part of Europe, so that you can be sure of obtaining real service. There are, alas! many mushroom firms, often with high-sounding names, skilled chiefly in drawing you into their net (with your money) for just one occasion—the first. When you do have a complaint to make, you receive little or no satisfaction.

Be warned, therefore. Stick to the established firms. If you are in any doubt as to a firm's standing, you should communicate with the Association of British Travel Agents and the Institute of Travel Agents, regarding British firms, or the American Society of Travel Agents.

### (vii) HOW TO GO ON YOUR OWN

If you like to plan your trip in your own way, enjoying mishaps and even hardships which to the more orthodox might appear disconcerting, you will still find it advisable to make use of the wealth of help which is available, not only before you leave home but at every stage of your journey. This book alone should provide you with many suggestions of the various services that are available, together with useful addresses.

Our first recommendation in this respect is that you should make use of a travel agency in buying your boat,

air, and rail tickets to your first destination. It costs no more than if you buy the tickets yourself—often with considerably more trouble—and you also enjoy the benefit of their up-to-date information on such matters. In certain cases, for instance, they will tell you it is essential to make prior seat reservations. This is especially important during the height of the holiday season. It is very annoying to buy a railway ticket and then find you are not allowed to travel on the train by which you planned—simply because you had failed to reserve a seat.

The advice available to you at travel agencies about hotel accommodation is another useful service. It may well save you turning up at some place only to find you cannot obtain a room. And further, as you browse around in the agency office you can usually collect many fascinating folders and free maps.

You are quite likely to make use of their banking services, too, and you will find it a great convenience to have your mail addressed care of their local offices abroad. Both these valuable services, which cost you nothing extra, form yet another strong reason for dealing with well-established firms. The mushroom firms are of little use to you in this important respect.

All the chief tourist countries of Europe maintain official travel information offices in London, New York and some other big cities. There are also the offices of the railway, air and steamship companies. At all these places, especially the official information offices, you can obtain such advice and assistance. **MAKE FULL USE OF THEM.** These sources are listed in appendix C and are also given in connection with each country in Part III. Yet another source of information is the Press Officer at each country's embassy, legation or consulate. Finally,

in many cities and towns in Europe local information offices are to be found—waiting to help you.

Not infrequently you will be told, "We advise you not to go to such-and-such a place at a certain time as you will not be able to gain admission to the places of interest," or you may be told that at some other place there is an especially interesting festival or ceremony which merits your attention. Again, you will learn the latest information about rail and bus travel concessions. All this information is very useful, and will undoubtedly save you from wasting your time and money.

In fact, it pays you every time to obtain the help of the specialist when you travel. His advice is valuable, even though it is usually given gratis, and it helps you to avoid making mistakes.

If you are travelling by automobile, cycle or on foot, or if you are canoeing or camping out, there are specialist clubs whose help and expert knowledge is at your disposal. Make use of them and the facilities they afford, for again it will save you money. In the directory we give the names and addresses of the more important of these clubs. They will be only too pleased to help and advise you.

The one form of advice against which we would especially warn you is that based on hearsay. How often have we found such advice, even when tendered by well-intentioned friends, to be misleading, inaccurate, or perhaps merely incomplete—*that is not the best help obtainable.*

## (viii) PASSPORTS, VISAS, MILITARY PERMITS AND MONEY MATTERS

### **Passports**

Any travel agent, steamship line or travel organization will tell you the current methods of obtaining a passport,

the possession of which is essential, and will usually procure it for you, charging only a small fee. This will save you endless time and trouble. Britons, however, can, if they wish, obtain their passports by applying at any Labour Exchange.

If you are going to travel with your wife, husband or children you can (but not necessarily) get a joint passport without an increase in cost. This effects a saving not only in the passport charge, but in the cost of any visas you may have to obtain.

When you are having your passport photograph taken be sure it is done by someone who knows this job. It is no use producing the wrong type of photo to the passport authorities. Whilst a passport photograph is seldom suitable for framing, it is a good idea to buy half a dozen or so spare copies at the time it is taken. These may come in useful for visas and military permits and save you the trouble of having your photograph taken again or duplicates made of the first photograph.

Ask for your passport to be made valid, at the time of application, for all the countries which you are ever likely to visit, even on future journeys. This saves inconvenience and expense later on if you decide to wander further afield.

Do not expect a passport to be supplied by the authorities at 48 hours' notice. Give them as much time as possible. This advice applies with even more emphasis to visas, for it may be necessary for your application to be referred to the authorities in the country or countries concerned—which takes time. It is not easy to hasten a visa. If, however, you should be in an unforeseen hurry, then consult a travel agency. They are usually able to speed up things far better than you can do personally.

The most important thing after the actual obtaining of a passport is to stick close to it. Do not pack it, but carry it in your inside pocket or handbag. Always keep a note of its number. Should it become mislaid or lost, it may well lead to all kinds of difficulties. If your passport is taken from you temporarily by an official or *concierge* (for police registration) make a careful note of his appearance so that you can identify the individual easily. We have had some anxious moments trying to recover our own passports in a hurry when we have wanted to catch a train. Should you lose your passport, report the matter immediately to the local police and later to your nearest consulate.

In the U.S.S.R. (and possibly now in other Eastern European countries) your passport is invariably taken away from you during the whole period of your visit there—a somewhat alarming state of affairs, even though in our own case they were returned shortly before we reached the border on our way out. One hesitates to think what might have happened had they become mislaid!

### Visas

Visas are still required by certain European countries, but in the case of the more popular tourist lands they have been abolished for British and American visitors. Your travel agent will give you all the necessary information on this point and also procure any visas required. You may sometimes find that you require only a "transit visa," which is issued at a reduced cost. It is usually only valid for one journey, so if you are crossing the same country on your return be sure that your transit visa is valid both ways.

A "transit visa" only entitles you to pass through some country for which visas are normally required. However,

if you intend breaking your journey in such a country for more than a day or two, it is best to obtain the regular visa.

This visa matter is of considerable importance should you be travelling in remote parts or even in certain Eastern European countries. We once spent a most unpleasant 24 hours simply because the local official could not, or would not, accept the visas granted us in London. A tip, in this particular case, solved the problem, although, we hasten to add, such a course may not be infallible if your passport is not in order.

### **Military Permits. Police Registration**

Military permits are required for certain territories, even though you may be merely passing through by train. Your travel agent will supply the latest information on this matter.

Police registration is sometimes required, though this usually takes the form of completing an official certificate and lodging it with your hotel. Sometimes, however, it is necessary to pay a visit to a local police-station. Hotel proprietors know the regulations and will tell you the procedure. It is a good thing if you happen to be travelling in "adventurous" countries to carry, in addition to your passport, an open letter, "TO WHOM IT MAY CONCERN" from your Mayor or some other public official testifying as to the reasons for your being off the beaten track. An imposing letterheading is very effective.

### **Money Matters**

Ignorance of the law is no excuse. This especially applies in financial matters concerned with a European holiday for residents in the United Kingdom. As these rules and regulations are constantly being changed, the best advice we can give is that you consult your bank or

travel agent as to those that are in force at the time you propose to travel. If you find yourself in financial difficulties when you are abroad (robbery, losing your money, gambling, unexpected doctor's bills, etc.), it is advisable to seek the advice of your consul. Do not be led into illegal practices which may well bring you much greater troubles on your return home.

The simplest way to carry money is in the form of travellers' cheques. The charge for issuing them is next to nothing, and they are obtainable from any bank or travel agent. The cheques are available in convenient denominations from £2 (\$10) up, and they are probably as safe as anything can be. Keep a note of their numbers in your notebook just in case they should be lost or stolen, when you should at once inform the local branch of the firm from whom you purchased them. Do not, in any circumstances, fill in the duplicate signature required until you actually draw the money. The cheques can be cashed (legally) only at banks, certain travel agents, and occasionally, as in France, at a few officially authorised hotels. Should you, however, be one of those persons who mislay things, it may be more comforting to have your funds remitted to a bank at your chosen holiday resort, or you can carry a letter of credit. Our two objections to this latter method are, firstly, that the bank you may have to use is often closed when you want to obtain some money; and, secondly, that it often takes longer to withdraw money by this means than by the use of a travellers' cheque. It is most irritating to find that it takes an hour to withdraw a few pounds or dollars on your letter of credit.

Do not, however, fail to take with you a small amount of the currency of the country you intend to visit, for you will require some small change for immediate use until



you cash your first cheque. At the end of your stay be careful concerning the regulations governing the export of currency.

Finally, here are three financial tips we would give the inexperienced traveller. First, always allow some reserve over and above your holiday budget. Unlooked-for expenses can easily arise, and it is both awkward and embarrassing to try to borrow money from comparative strangers, and sometimes, indeed, impossible. You should also, secondly, hide away the equivalent of, say, two pounds for possible emergency use. At the same time, thirdly, never let your cash run too low, in the expectation that tomorrow you can change a cheque—only to find that for some reason or other the banks are closed and there is no other means available for changing money. We have been caught this way on more than one occasion.

### (ix) THE LANGUAGE DIFFICULTY

Most of us in our youth spent many hours learning a foreign language—usually French. Yet, how different we often feel when we are actually called upon to use a smattering for practical purposes.

The main thing, of course, is to overcome your reticence and chat with everyone you meet. Carry a small phrase-book and dictionary of the country in which you are travelling. You can always point out a phrase or a word when needed, but also try speaking the words slowly. English, spoken clearly and slowly, is often understood, but remember to use simple words.

The quickest way to the heart of any European is to pay attention to his or her children. Never enter a foreign country without knowing the conventional greetings and words for "please" and "thank you." Acquaint yourself

with local road-greetings, and in the country use them, together with a cheerful smile, to greet passers-by. It is surprising how a genuine feeling of friendliness helps to make a holiday enjoyable; you will also find people are eager to help you.

### (x) ABOUT ACCOMMODATION

"Where to stay" ranges from a luxury hotel to camping out. Even a night spent out in the open air during the summer months is not a hardship and can be an exciting experience. In Part III mention is made of the various kinds of accommodation offered in each country.

As far as hotels and *pensions* are concerned there are two methods for securing accommodation. If you are travelling on a conducted tour you have, of course, no need to concern yourself about your hotel accommodation. It is booked for you. Should you be going on your own, however, booking ahead is almost indispensable for popular resorts during the height of the holiday season. Still, the free-lance may like the pleasure of exploring personally for some attractive hotel or inn. Our own technique in this respect is to choose for the first night an hotel, either near the railway station or in the marketplace of the town or village. Do not pay too much attention to the exterior, especially if it has been recommended to you by a native of the country. The chances are that it will be quite pleasant inside. You will probably be asked to state your profession when registering. Make sure that this corresponds with the description in your passport, otherwise it may cause unfounded suspicion.

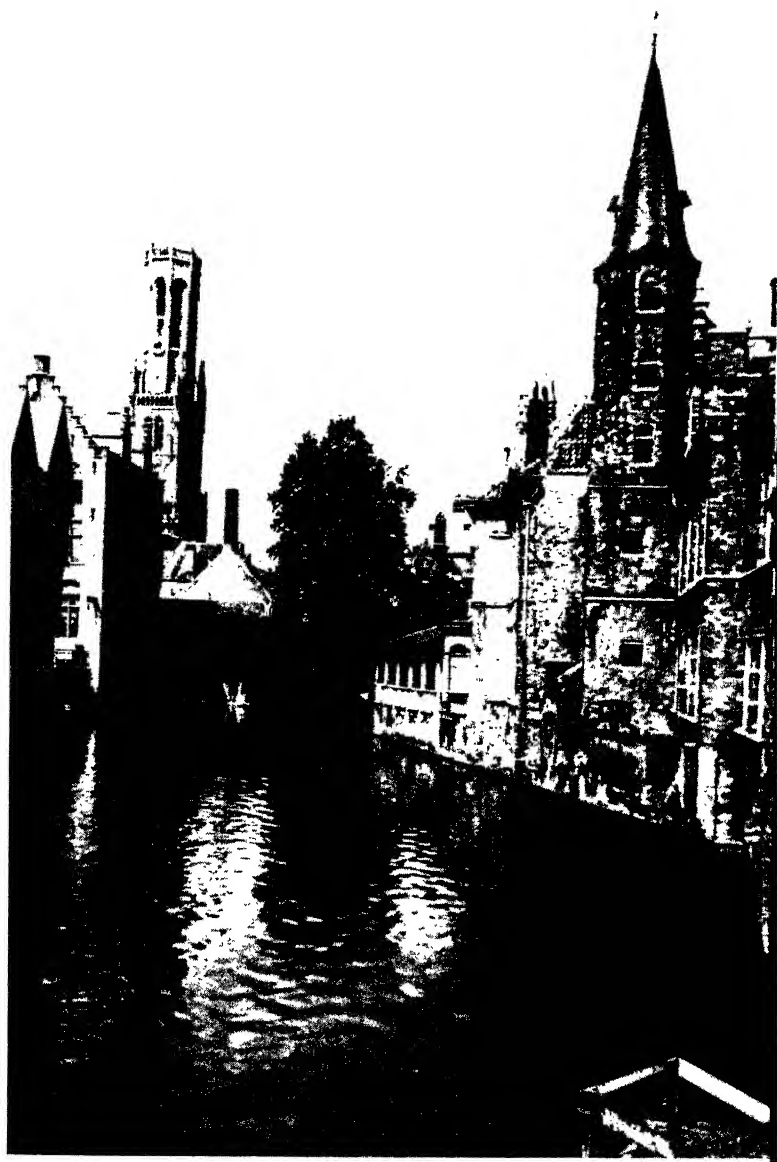
Do not always accept the first room which is shown you if you do not like it, and do not disdain to haggle over the charge in certain countries, especially if it is out-of-

season. Take a bedroom at the hotel and have your meals, except possibly breakfast, at outside restaurants. You will then not only enjoy the experience of eating at different places—a holiday joy in itself—but, more important still, *you retain your liberty of movement.*

In certain countries, notably France, the charge for a double room is only very slightly more than for a single. Incidentally, the *bidet* to be found in French bedrooms is not just a curious ornament. It can be used, with skill, as a real bath-tub. In some countries a bath is either charged as an extra (and may, as we have found in Switzerland, be expensive) or else difficult to obtain. It is no use grumbling about this. In Sicily, up in the mountain villages, many of the inhabitants have never had a bath in their lives, yet they live to be 90 and even a 100 years of age! Toilets in hotels are often indicated by the numeral 100, sometimes 00, or by a euphemism "Jardin." We have even found written over the door, *Acqui-es*—Here it is!

In hotels where you are likely to have all your meals *en pension*, terms should be requested on arrival. They can effect a considerable saving, but may not be granted if you only call attention to this matter when you are handed the bill. Usually you have to stay a minimum number of three to five days before these rates apply. Children are often charged at reduced rates.

*Most European countries have printed lists of all their hotels, showing the prices charged for accommodation, meals, etc. Though these prices are often officially controlled, they tend to fluctuate, and it is wise to budget an extra 10–20 per cent. on the prices shown. The hotels, too, are often under official inspection to ensure that certain standards of comfort and cleanliness are maintained. These lists can be obtained gratis from the various official travel information offices. Be sure to obtain the booklets for the countries you intend to visit.*

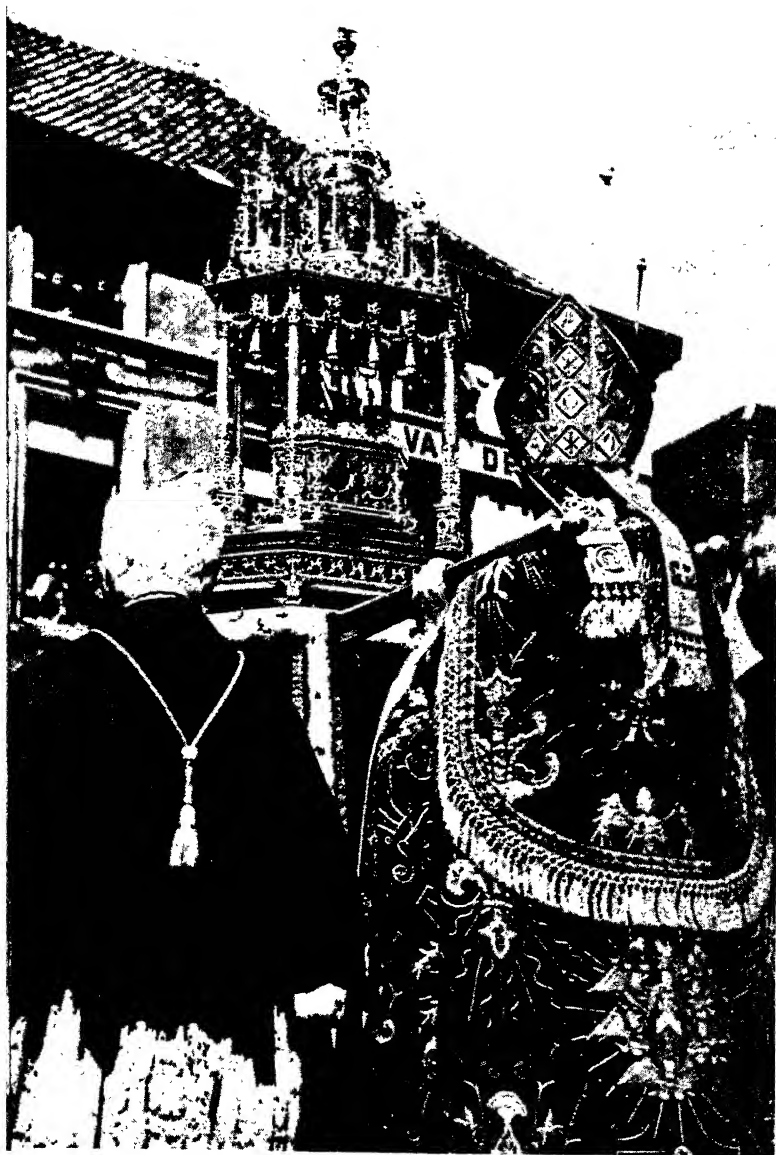


BELGIUM.

QUAI DE ROSAIRE, BRUGES.

Plate 5

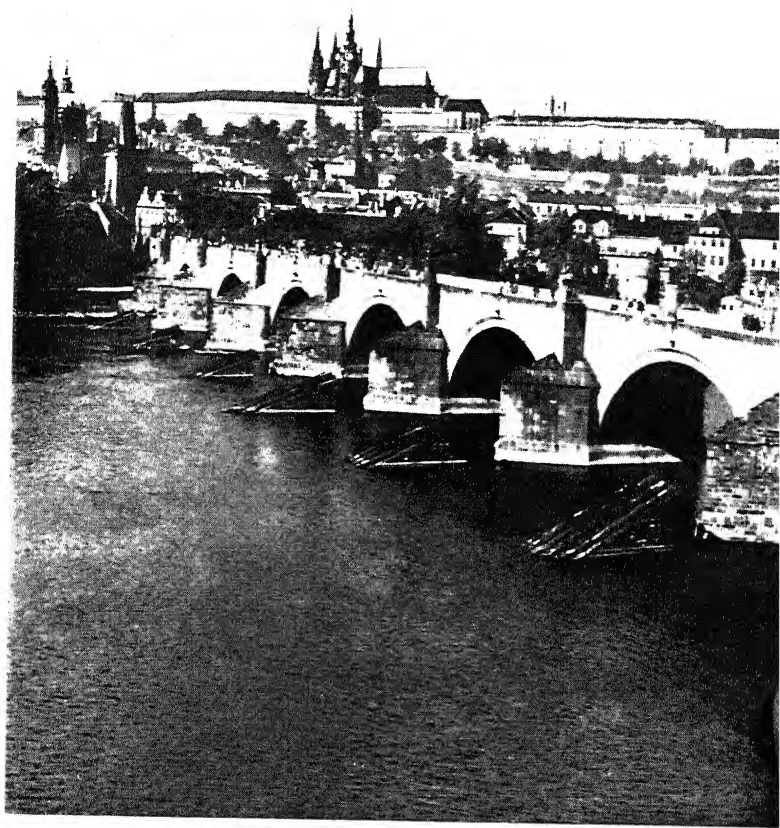
Bruges was first called the " Venice of the North " on account of her commercial importance. To-day her quiet waters, peaceful vistas, and ancient buildings provide an undefinable charm. To wander in this lovely city is to be transported into a changeless world, where modern-day problems seem very remote.



BELGIUM. PROCESSION OF THE HOLY BLOOD, BRUGES. .

Plate 6

Early in May there takes place in this Belgian city one of the most interesting of Europe's religious ceremonies. It draws thousands of pious visitors who come to partake in this ancient procession. This shows the shrine of the Holy Blood which is borne by two bishops.



CZECHOSLOVAKIA.

Plate 7.

CHARLES BRIDGE & HRADČANY PALACE, PRAGUE.

Crossing the River Vltava is the famous Charles Bridge. On the summit of the hill behind stands the great and ancient palace where Bohemia's kings once lived. They were crowned in the Cathedral of St. Vitus, which may

the A.Y.H. entitles you to make use of youth hostels outside your own country. In Switzerland, however, they have a rule that their hostels may not be used by anyone over the age of 25. Because of the fact that full information can be obtained from the above-named sources we have not included in Part III further details concerning each country's hostelling facilities. We have also adopted a similar policy generally in connection with camping sites. You can obtain the necessary information by becoming a member of the Camping Club of Great Britain and Ireland. There is no corresponding body of this kind in the U.S.A., but overseas visitors can become temporary members of the Club for a fee of 5s. If you are, however, already a member of a foreign club affiliated to the International Federation of Camping Clubs you can obtain temporary membership free of charge, provided you apply to your own organization before leaving for Britain.



For novices in travel we give a few words of advice. In some countries it is not advisable, except in the best hotels, to place your boots and shoes outside your bedroom door overnight and then expect to find them clean when you awake. They may even be gone in the morning! Carry your own shoe-cleaning outfit with you. Remember to take your own soap as this is not supplied. A small supply of soap flakes is useful for light laundry work. A towel and a packet of toilet paper should be included in your luggage. Remember that a service charge is often added to your bill, and that you may quite legally, in some places, be charged a small visitor's tax. Allow for these items in your budget.

Do not delay paying your hotel bill until just before leaving. There may be some item to be disputed which

only the manager (who may not be available) can deal with. This refers in particular to guests leaving at an early hour.

You may wonder why so many hotels have the peculiarly British name of "Bristol." This arose from a former Marquess of Bristol who was in the habit of touring the Continent in great style, with a retinue of servants, creating a marked sensation by his wealth and liberality. The name Bristol, therefore, commemorates his prodigality and has become a synonym for luxury all over Europe.

### (x7) FOOD AND DRINK

Generally speaking, the standard of meals in most European countries is back to normal. In just a few lands, however, certain rationing restrictions exist. Current conditions can always be ascertained from the usual information sources. It is seldom necessary, or even desirable, for you to carry stocks of foodstuffs with you in your baggage. An exception may be made in the case of sugar, if you should have a "sweet tooth."

A few biscuits and some chocolate, however, are an excellent standby to sustain oneself on a long train journey, as sometimes it is difficult to obtain a seat in the dining car (if there is one on the train).

On the subject of food and drink, do not emulate some odd persons who insist on eating and drinking abroad just as they do at home. If you are British, however, it is suggested you take your own supply of tea—that is to say, if you *must* have your cup of tea. You would also be well advised in this connection to make the tea yourself!

American travellers will doubtless miss their iced water, but we can hardly suggest to them that they should take their own ice! Still, it is much more fun to eat and drink



as the natives do. You will soon know the local specialities in food and drink. Try everything—at least once. In some places, however, uncooked green vegetables should be avoided. The long-standing prejudice against drinking plain water (so often emphasized in old Baedekers) has little basis today, certainly in Western Europe; but if you have any qualms, then you should order a mineral water. Coffee drinkers may suffer disillusionment at times if they imagine that *all* coffee on the Continent is good. Any foodstuff or drink that is imported is frequently heavily taxed and consequently expensive, and this includes coffee and tea.

In Britain the "pub" is the social centre for most of the people. On the Continent café life is the similar way to pass many a pleasant hour studying your fellow-beings. Cultivate the art of the *apéritif*. Some cities have cafés with music, and they are pleasant places in which to spend an evening cheaply, far less expensive and often more enjoyable than "night-life" establishments.

It is unwise for those visitors who have to consider cost to patronize any restaurant where the menu and prices are not displayed outside. Visitors, especially in France, who ignore this warning may well be horrified at the bill when it is presented. In particular, it is the "extras" so skilfully pressed on one, that are apt to be a shock. It is best to be quite blunt and ask the price before ordering anything outside of the fixed-price menu.

In most places the best value in meals can be obtained in those restaurants which the natives patronize. If you cannot understand the menu you will often find there is an English-speaking waiter to help you out, but do not hesitate to pull out your dictionary to help you in ordering. We give in appendix E a list of various foods and dishes in four languages.

### (xii) A LESSON ON TIPPING

*The Golden Rule is never let your equanimity and the enjoyment of your holiday be upset by wrangles over tips. We add a few shillings to our budget for this purpose, and having done so, set forth to enjoy our travels with no financial irritations. In most cases a good tipper, ignoring possible "principles" on the subject, definitely receives by far the best service, and good service can add immeasurably to your general comfort.*

The tipping question, for many years a source of embarrassment to continental visitors, has now all but solved itself. If you are on an escorted or agency-organized tour, then you have nothing to worry about; tips are included in the inclusive price you pay before leaving home. For those who are travelling on their own it is almost the universal rule that ten per cent. (or sometimes a little more) is added as a service charge to your bill, both in hotels and in restaurants and cafés. If no service charge is added to the hotel bill and you are at a loss how to distribute your largesse, when paying, simply add ten per cent. to your account and ask the manager to distribute it to the staff. In most cases, however, it is wise and fair to give the head porter a special tip, especially if you have made use of his services. The page or bell-hop who takes your luggage to and from your room can also be given a small tip.

At restaurants and cafés, should you be in doubt whether a service charge has been included in your bill, the best thing to do is to ask if *service compris* is part of it. If the answer is "No," then give a ten per cent.

tip. Generally—and this applies to your hotels also—do not give any tips until you have seen your bill and have made sure that it does not include a service charge.

In Northern Europe tip hairdressers as you would at home, in Southern European countries the tip can be less. It is difficult to lay down hard-and-fast rules. The same suggestion applies to porters and taxi-drivers—with certain qualifications. In some countries the porter's charge is standardized, thus avoiding possible unpleasant arguments; and, again, there are places where a taxi-driver is happy with a much smaller rate of tip than is the custom in Britain or America.

Sleeping-car attendants have a printed scale of "gratuities," which they must show on demand, but here also the ticket may show that the service charge has been included in what you have paid. On board ship your bedroom steward (or stewardess), the table steward, and possibly the bathroom and deck stewards all expect a reward for their services. On short, cross-channel journeys you need not tip anyone except the porter who carries your bags. So many factors enter into the amounts you should give that we simply cannot indicate figures.

In France, the person who shows you to your seat in the theatre expects a tip. It may happen, also, that the representative of a tourist agency has been of especial help and a small tip is obviously in order here. Then there are those irritating cadgers in museums and churches in certain South European countries who pester you for a tip for some minor and unnecessary service. The best thing to do is to give them the smallest coin you have—the equivalent of a penny. This will generally stop their attentions and outstretched palms even though there may be some muttering at your meanness!

*(xiii)* AN ABC OF TRANSPORTATION

How are you going to travel about Europe? There are many different ways of transporting your person from one spot to another. Let us enumerate them, since a clear idea of the transportation facilities available should help you plan the sort of holiday you will most enjoy.

They are:

- (a) By steamer and boat.
- (b) By aeroplane.
- (c) By train.
- (d) By motor-bus and other public conveyances.
- (e) By automobile.
- (f) On horseback or by horse-drawn vehicles.
- (g) Cycling.
- (h) Walking.

*Note.*—Cook's Continental Time-Table (issued monthly, price 6s.) gives information about the main railway services throughout Europe. It also contains particulars about many of the European steamer services. Air Guides are issued by Cook's, ABC, and Bradshaws. Detailed time-tables for each country can usually be consulted at travel agents or official information offices. A number of them can be purchased from B.A.S. Overseas Publications, 22, St. Giles High Street, London, W.C.2. British Railways issue Continental Handbooks twice yearly, in May and October. These publications are mines of information concerning travel to all parts of Europe.

**(a) By steamers and boats of various kinds**

Unless he travels by air, every visitor to Europe is bound to make at least one boat trip—even though it is only across the English Channel or the North Sea. This trip to some people is a deterrent, for short though it may be it can be decidedly unpleasant if the sea is rough.

Let us deal first with those sea journeys between Britain and the Continent. These comprise the comparatively short crossings between the Channel ports made by day

and night services, and the longer journeys necessitating one night or more at sea. If you have an overnight trip you may consider the expense of booking a cabin (and generally, especially during the season, they must be booked in advance) well worth the extra comfort secured. Young adventurers, however, will prefer to save their money and travel as deck passengers. In the summer months there is little hardship in such a course.

A few words of advice about cabins. Do not worry if you have to take an inside cabin on a modern ship. Forced draught has brought good ventilation to such cabins. Fast ships often vibrate and this is most noticeable towards the stern. Forward and high, or half-way between the bow and stern will lessen the eccentricities of the ocean for you. Avoid rooms that open on to corridors likely to have a lot of traffic. A small tip to your bedroom steward or stewardess on arrival will add considerably to your comfort. Quite naturally the staff on short sea voyages prefer the "realization" of a tip to the possible "anticipation"—some passengers are inclined to be mean in this respect. If you are fussy, especially about fresh air, it is best, on a two-class boat, to travel first-class, for in the second-class cabins it may be stuffy. In the Mediterranean many of the boats have four classes. Classes one and two are usually most comfortable, class three possibly rather crowded, while class four provides only deck space and is not suitable for women travelling alone.

Some shipping lines have special dormitory accommodation, consisting of rows of double bunks, men and women having separate dormitories. There are even ships devoted entirely to this cheap form of accommodation. In certain cases, however, they are not available for individual bookings, but are used by parties of students, youth hostellers, and so on.

Seasickness is a bugbear with some travellers. Champagne, brandy and other drinks *may* be an antidote—though an expensive one. We ourselves have never found them specially efficacious. There are certain proprietary medicines claiming to provide immunity from this distressing complaint. Some doctors and chemists recommend chloretone capsules. The fresh air on deck is the best preventive, and try to avoid the sight of other persons being ill. In a cabin, try lying down and stopping up both ears tightly with cotton-wool. This not only prevents you hearing the disconcerting and unpleasant groans of your fellow-companions, but it helps to maintain your sense of equilibrium which resides, it is believed, not in the stomach, but in the ears.

If you are travelling during the height of the season, do not take it for granted that return accommodation will be easy to obtain without prior reservation. If you travel both ways on the same line, round-trip rates may apply, thus saving you money. Protect yourself against disappointment by fixing up your return ticket at the same time as you book for your outward journey. Once we found ourselves stranded in Corsica because we had failed to take this necessary precaution. The result was that we had to go to considerable expense in the hiring of a special plane to bring us back to the French mainland.

The canoeist, especially if he combines his trip with camping, can explore a large part of Europe in an ideal way and at minimum cost. The Canoe-Camping Club (a section of the Camping Club) and the British Canoe Union can both be helpful to those planning a canoe trip in Europe. In Parts II and III we offer you a variety of suggestions for coastal or inland water holidays. Try one—you will not regret it.

*(For travellers crossing the Atlantic)*

Here are some suggestions for American visitors to Europe. The first question that arises for them is "How to choose your ship." Generally speaking, tourist class on an express liner is indicated. You travel just as fast as first-class or cabin-class passengers, at a very considerable reduction in price, and, especially if you are young, you will find a more cheerful and informal atmosphere among companions. Cabin-class on a slower ship usually offers greater comfort at the same price as tourist-class on a faster boat. Your decision as to which type of boat by which to travel depends mainly on the time available for your holiday. If this is limited you will obviously wish to arrive in Europe as quickly as possible. You may, of course, decide to travel on a "dormitory" ship at the lowest possible cost, or on a freighter.

Under what flag you sail is a matter of personal choice. It is certainly more of a change—and that is what a holiday should be—to travel on a foreign ship. Most ships today are modern in comfort, and often it is a question of the time of sailing which will govern your decision.

If you are new to sea travel the sight of a cabin plan may well be confusing. We suggest you ask an experienced person to help you, and you will probably meet a helpful assistant at the travel agency or shipping office. This matter of cabin selection is important, for once you are on board, especially during the season, it is not easy to change your cabin should it prove to be unsuitable. The purser is the one to whom you should apply if you are really dissatisfied (but do not approach him until the ship has sailed), although sometimes a tip to your bedroom steward may secure a change.

Many of the hints already given earlier in this section apply equally to long sea journeys. You should also

consult the section which deals with tipping. As space is often limited in the tourist-class, arrange before you sail to put all the things you may require during the voyage (not forgetting a pair of light tennis shoes) in one suitcase. The remainder should then be packed in another suitcase and marked with the label provided: "Not wanted on voyage." Be prompt in fixing up with the bath-steward about a time for your tub. If you are in tourist-class you may have to arrange specially with your bedroom-steward for early-morning tea or fruit.

### **(b) By aeroplane**

Travelling by air affords the great advantage of enabling you to reach your destination quickly. Air travel can save hours and even days, and eliminates fatiguing train and boat journeys. The customs formalities are also less irksome. Still, on a holiday, this saving of time may not be important. You can *see* very little of Europe from the air, although it does present a fresh and fascinating angle of approach to certain cities. We think of Paris, Stockholm, Helsinki and Athens in this respect. There is the possible disadvantage, however, that you may become grounded and delayed for some hours, even days, owing to fog. This is less likely, however, during the summer months. The cost may, of course, be a deterrent, although today it seldom exceeds the cost of second-class rail travel, along with its concomitant expenses, such as sleeping-berths, meals and tips. Often, too, there are excursion bargains by air—charter-plane services, off-peak-hour services, etc.—which are well worth investigating.

There are some persons who say that going by air is not travel at all; it is merely being "sent," and is very little different from being a parcel! Still, there are times when we prefer to be "parcels" rather than face some possibly unpleasant boat trip—across the Irish Sea, for example.



You will normally find it necessary to book your air passage well in advance. You need not book your homeward journey at the same time but if you do decide to have an "open-date" return ticket, remember that you may not be able to travel home on the date you choose unless you book early. If you do get delayed and are unable to obtain an air passage back, you will sometimes find that your ticket can be used for return by first-class train and steamer instead. Whenever you have a fixed time for departure, be sure to be at the air terminal punctually at the time stated, for the airport bus waits for no man! If you miss the bus you will probably miss the plane, and if you miss the plane you will *not* get your money back.

Do not worry about air sickness. It is only one trip in a hundred that is bumpy enough to make you feel ill. The only real discomfort of travel by plane is caused by the change in air pressure as you gain height and as you drop for landing. At these times, repeatedly swallow (chewing gum helps this), or close your mouth, grip your nose, and then blow out against your ear-drums. The change of air-pressure may have another unfortunate effect—it will probably make your fountain pen leak; so it is advisable to empty it, at any rate partially, before leaving the airport waiting-room.

All meals and refreshments on planes are included in the fare, but spirits and drinks have to be paid for. Tipping the staff of airports and aeroplanes is universally prohibited.

### **(c) By train**

Railway trains are the most popular form of transportation throughout Europe, and they remain the backbone of travel. Either before you reach the country which is to be your destination, or immediately after your arrival,

you should buy a copy of the national time-table. Spend some time making a careful study of it, using a map in addition, of course. Unravel the various place-names which are often so different from their English equivalents. Learn the meanings of the symbols. This is most important, otherwise you may be badly inconvenienced; and in some cases may be made to pay a considerable excess fare for travelling with the wrong kind of ticket. In some countries, Austria and Germany, for instance, there are two grades of train—their classification depending on their speed, with a supplement for faster ones. When you have thoroughly mastered the contents you should possess much useful knowledge and quite possibly find yourself with many ideas for your wanderings. The study of time-tables can be quite fascinating. We can think of no more interesting occupation than working out the details of trips—even though they may never actually materialize!

Second-class in most countries (third-class in Britain) is quite adequate for reasonable comfort. In some countries there are first-class coaches only on certain express trains. In Russia the differentiation is between "soft" seats and travelling "hard." For short trips third-class suffices and can be interesting, for here it is often easier to make human contacts—one of the joys of travel. Ladies, however, might not care to travel third-class in some parts of the Mediterranean countries where they might feel uncomfortably regarded. Still, as far as young folks are concerned, do not be deterred from making quite long trips in the cheapest class, despite what people, and possibly travel agents, tell you about its alleged discomforts. It will certainly save you quite a lot of money, an important matter if your purse is light.

Do not be deluded by the word "express" in a time-table. A so-called *express* in France is slower than a *rapide*, and incomparably slower than a *train-de-luxe*. In

Italy a *diretto* is slower than a *direttissimo* which again is not as fast as the *rapido*. In Spain avoid a *correos* and book by a *rapidos*. In Russia resign yourself to fate, for even on the main lines, trains may be 24 hours late in leaving and will possibly break down *en route*, causing further delay.

On long journeys involving night travel you may wish to pay extra for the use of a sleeping-compartment. This can be a tricky problem. Officially you may be told all available accommodation is booked; but do not despair. The *concierge* of your hotel, for instance, can often work wonders in this direction—for a suitable reward; or you can often “grease the palm” of the sleeping-car conductor, who may have a berth or two in reserve. First-class sleeping-compartments are solitary affairs. In second-class you will share the compartment. A few trains have third-class sleepers, too. In all cases application well in advance is essential. Your time-table will, however, supply the full information.

*When you are planning your holiday you should enquire about travel bargains. Most countries have something to offer and in many ways they can save you a lot of money. There are such concessions as period season tickets enabling you to travel as much as you wish, during a selected period, at a fixed payment. These travel bargains are constantly being extended, so we cannot give exact details. Enquire, therefore, at a country's official travel information office for current particulars. You may have to make the booking, however, through a travel agent.*

Reservation of seats (all classes) well in advance of your date of travelling is usually desirable, and in the case of long journeys, well-nigh essential, especially during the “High Season.” This applies also to your return journey, so it is best to attend to the matter immediately on arrival

at your resort, otherwise you may well meet with a disappointment. When buying tickets, be sure you understand clearly the conditions of issue. We once found ourselves liable to a large fine when travelling between Naples and Rome, for the reason that our return tickets had expired 24 hours earlier. Fortunately, Cook's able representative at the station in Rome handled the affair so capably that we did not have to go to jail! You will, of course, have mastered the native names of places so that you know where to change or alight. One upsetting feature is the way local stations open their booking-offices only a few minutes before a train arrives. Be prepared for such an eventuality. In Spain, sometimes you must have your ticket specially endorsed for use on a particular train. In most countries tickets must be endorsed if a journey is broken.

#### **(d) By motor-bus and other public conveyances**

For those who wish to study a country and its inhabitants intimately, an excellent method is to travel by bus. Buses penetrate many out-of-the-way places, often taking you to lovely and otherwise inaccessible spots. Generally, bus routes and railways do not overlap, as in Britain and the U.S.A. The bus is usually a supplementary means of travel, and not an alternative. There are two bus routes which deserve special mention: the *Route des Alpes* (Nice-Geneva) and the *Route des Pyrénées* (Biarritz-Carcassonne).

There are a number of long-distance bus services linking various European centres: Stockholm has its bus services (Linjebuss) with Paris, Prague, Rome, etc.; Paris to Nice is another example.

Enquire at information offices rather than travel agencies for particulars of bus routes and available services. Better still, buy, if possible, a bus time-table; but often there are

local bus services about which little is known except on the spot. The buses may be antiquated and are usually terribly overloaded. They break down sometimes, are occasionally unreliable time-keepers and they may race round corners and along edges of precipices at a speed which seems to threaten death and disaster, but you invariably arrive at your destination *in* time, if not *on* time. Who cares? You get lots of fun and interest on such trips, especially if you keep in mind the old Zulu proverb, "Time is made for slaves."

In the previous section we have discussed the use of motor-buses in cities and towns as a means of exploration. There are also "rubberneck" bus tours. They are useful for giving you an initial picture or sample of a new place in a short time at moderate cost. The places of interest you can revisit in your own time.

Organized coach tours—on the lines of a conducted tour—are popular. Instead of train travel, you make the journeys between the places of call shown in the itinerary by special motor-coach. They are usually most comfortable, you see the countryside better than you would by train, and you have the advantage of avoiding the bother at railway stations. Your coach deposits you at your hotel and collects you when it is time to leave. A courier of the company organizing the tour is with you to help in every way. Warning should be given, however, regarding some of the companies advertising such tours. Be sure and make your booking through a company whose reputation and continued existence depend on the satisfaction they give.

The use of public conveyances apart from taxis and horse-drawn carriages is sometimes feared by travellers, especially those without travel experience. This timidity should be conquered. The use of tramcars, trolley-buses

# FINLAND.

## SAIMAA WATERWAY SYSTEM IN SOUTHERN FINLAND

There are some 65,000 lakes in this country, and these natural inland waterways are supplemented by artificial canals linking them. They play an important part in Finland's transport services.



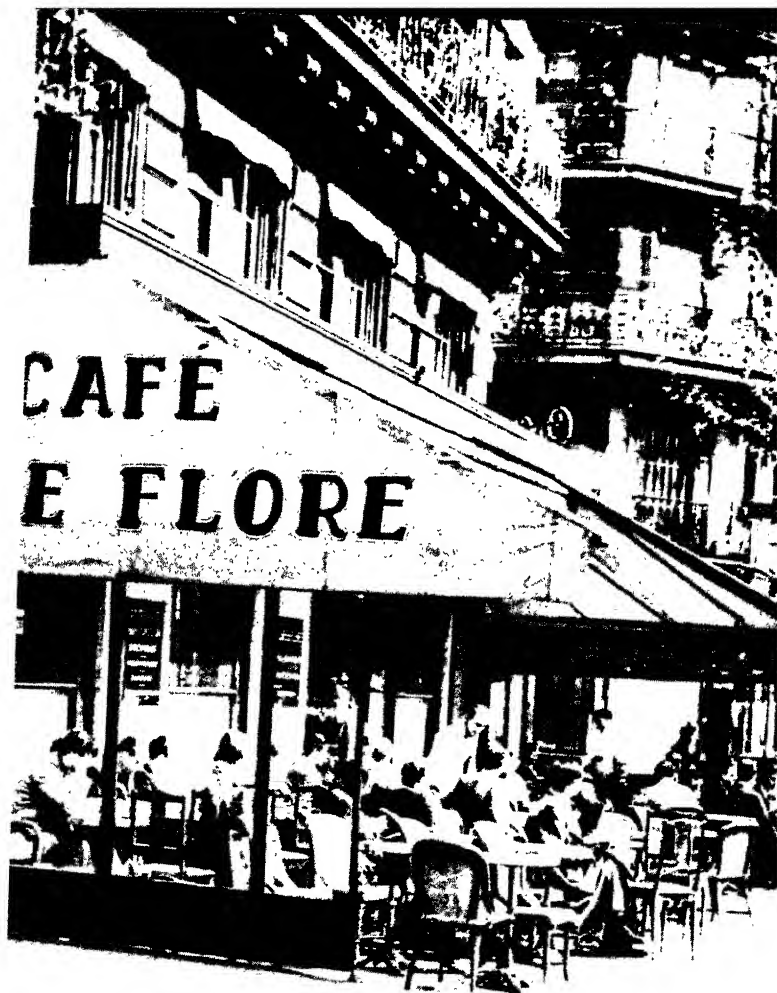


FRANCE.

ARC DE TRIOMPHE, PARIS.

Plate 10

erected by Napoleon in memory of his victories, this imposing memorial was  
 completed by Louis Philippe in 1836. Beneath this "immeasurable arch"  
 an eternal flame burns above the body of France's Unknown Soldier.



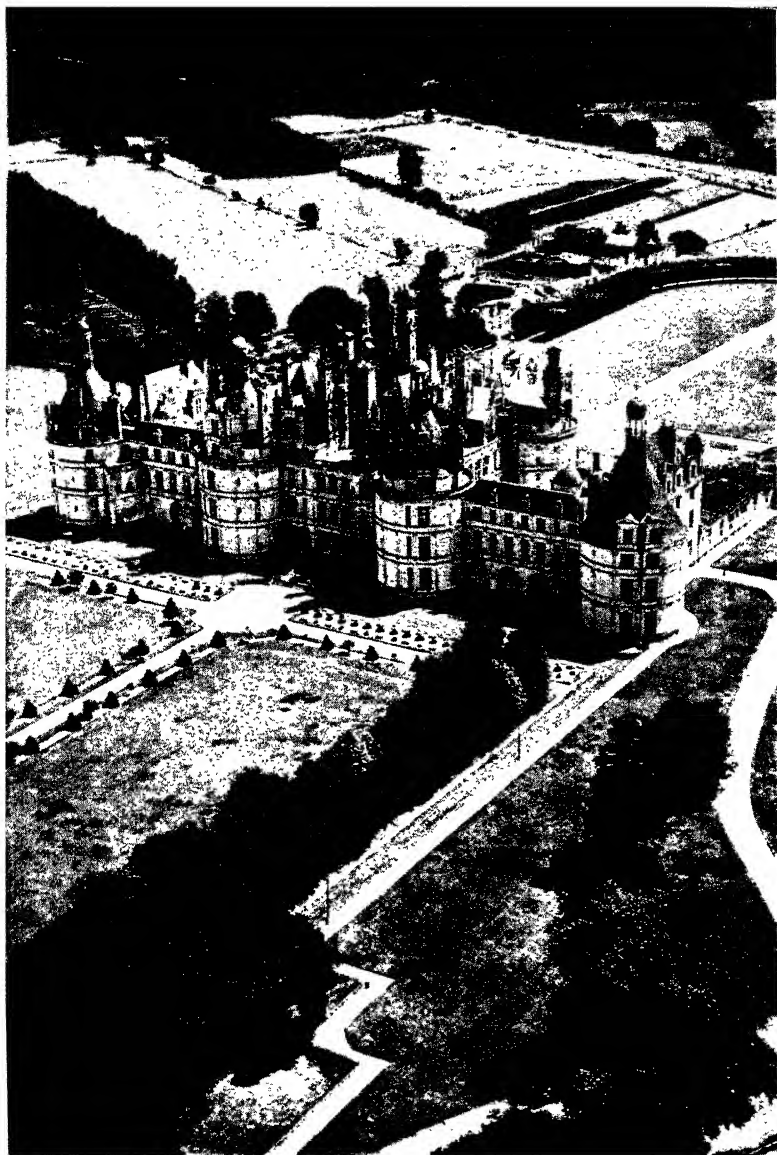
FRANCE.

A CAFÉ IN PARIS.

Plate 11

Paris offers its visitors countless delights, not least being its pavement cafés. Here one can watch the world go by, and absorb that indefinable atmosphere which makes the city perhaps the most delightful of Europe's capitals.





FRANCE.

# CHATEAU CHAMBORD.

Plate 12

Lying in the valley of the Loire, this glorious building took the labour of 1,800 men for 15 years in its construction. The size, fantastic roof, and double-spiralled staircase in this stupendous "hunting lodge" of Francis I make it outstanding.

and motor-buses is not only a saving in money and often of time, but it is also an excellent method of sight-seeing. We do not propose to list all the various local peculiarities of public transport, for you will soon become conversant with them. The *concierge* of your hotel can help you, and the local guide-book invariably gives full details of the services. The local information office, too, can help you disentangle intricacies.

In Britain, tramcars are always an urban means of transport, but in some countries, Belgium and Luxembourg, for instance, it is not unusual to see tramcars far out in the countryside, sometimes running alongside the highway but often going straight across the fields like trains.

Here we will give you a few hints that come to mind. In some cities and towns, for instance, you can buy books of tickets at a reduced rate per ticket. On the underground ("Métro") of Paris you can buy a *carnet* of five tickets, each ticket being used for two journeys of any distance anywhere on the system. You can travel all day, in fact, for a few francs as long as you keep down below! In Copenhagen you can buy a tram ticket which lasts an hour, and while it is valid you may use it for as many tram journeys as you like. Sometimes trams and town-buses have first and second-class portions. In some places you are required to enter a public conveyance, such as a tram or bus, by one door and emerge from another (as in New York). At busy times this may well mean that you have to fight your way along the moment you board the vehicle—that is to ensure being able to alight at the right stopping-place.

#### **(e) By automobile**

Motoring in Europe can be very pleasant. Independent, with no time-tables to follow and no luggage problem,

you are free to enjoy your holiday as strenuously or as peacefully as you please.

All the main tourist countries in Europe are now accessible to motorists; where petrol rationing remains in force the basic allowance to tourists is invariably generous.

The customs documents in force are the *carnet de passages en douane*, which is, in effect, a book of documents which pass the car from frontier to frontier without the necessity of paying duty. Holland, in addition, requires drivers to have a fiscal permit. All these documents can be obtained through the R.A.C., the A.A., and the A.A.A., who can also cover any Customs Liability Fee required before a car may enter a country. Because of the heavy demand for passages, the organizations need as much notice as possible to prepare a complete set of documents, including car and passenger tickets. It is essential, of course, to be a member of one of these motoring bodies in order to obtain these services.

The normal automobile insurance policy usually covers continental holiday travel, provided that the company is notified in writing that the car is to be taken abroad. A special insurance is required for motor-cycles.

The British driving licence and registration book suffice in France, Belgium, Switzerland, Italy and one or two other countries; elsewhere an international driving licence and an international certificate for the vehicle are needed. Both can be obtained from the motoring organizations. An American licence, however, is not valid. There is nothing to stop an American driver, however, obtaining a British visitor's licence. This is easily obtainable on production of his American licence. Then, with his British licence he enjoys the British privileges; otherwise he must obtain a fresh licence from the country or countries in which he wishes to travel.

Cook's have introduced a useful motoring travel service known as Autotravel. Through the use of their Autotravel Hotel Coupons you can pay a large proportion of your accommodation expenses before you leave home—thus enabling you to estimate more accurately what your trip is likely to cost. In addition, of course, the whole Cook's Service is at your disposal throughout Europe; and they will also help you to obtain your foreign touring documents through a motoring organization. Two other bodies—Autocheques and the Motorists' Travel Club—offer somewhat similar facilities.

At most of the main European ports, the two British motoring organizations maintain uniformed staff; while they are also linked with the local national motoring body, with its many branches. Thus a British or American motorist is seldom far from expert help.

The clubs are able to supply information about the most suitable motoring guide-books and maps, and they also provide to members, free of charge, detailed itineraries describing, mile by mile, any selected route.

#### **(f) On horseback and by horse-drawn vehicles**

For many centuries the only method of seeing Europe was to make the journey either on horseback (or by mule or donkey) or on foot. A few wealthy people could afford to hire coaches. Now, although these modes of transportation may seem painfully slow today, they can be delightful in themselves. Read R. L. Stevenson's book "Travels with a Donkey" and George Borrow's "The Bible in Spain," and you will appreciate that these authors absorbed the sights and life of a country much better than most modern-day travellers manage to do. Give this form of transportation, therefore, serious consideration, especially if you can spare the necessary time. Do not

regard the suggestion as a joke. It is a very sensible idea, although, of course, more applicable to some countries and districts than to others.

The countries that we would favour for horse-riding holidays would include Ireland, parts of France, Spain, Italy, Hungary. There are few countries, however, where travel on horseback is not feasible. How to secure a horse, mule or donkey is largely a matter of initiative on the spot. It is usually quite easy to hire a mount.

In planning (if you must plan) an individual tour, you will find a daily itinerary of 25-30 miles ample. Do not try to do too much. Give yourself plenty of time to laze, fish, and sit in cafés. Travel light: a light-weight oilskin rolled in front of the saddle is advisable, while a couple of saddle-bags should carry your essentials. Wear loose-fitting clothes. Give your beast a good feed each morning before you start, and again in the evening. And do not forget to pay careful attention to the horse's shoes.

Hiking with a pack-horse or mule is another suggestion and allows you to take more baggage, an important point if you wish to camp out. Make a point of learning, from its owner, about its fads, such as whether it shies at steam-rollers or objects to being tied up at night. Do not forget your animal requires water to drink at regular intervals. Use padded girths, and have the weight distributed equally on both sides of the animal's back.

Caravans (horse-drawn) are hard to come by these days (most of them seem to have been bought up by film companies!) but they can occasionally be hired, and there is hardly a finer way of seeing and studying the country. The next best thing would be to hire a pony or donkey and cart and thus go travelling along the roads, camping out if you wish at nights. What a life of absolute freedom! We have tried it and we know. There are few

countries where such a scheme cannot be carried out. Again, initiative and enquiries on the spot provide the answer as to how to hire such a conveyance.

### **(g) Cycling**

In some European countries there are far more bicycles than automobiles. Cycling has much to commend it as a mode of getting about and seeing a country. You do not need to bother with much luggage or bus and train connections, and there is a material saving in costs. Except for walking and horse-riding, it is the best way to become acquainted with a country and its people.

It costs very little to take your bicycle with you to the Continent. Certain Customs documents may be required but this is very little trouble if you join either the Cyclists' Touring Club or the National Cyclists' Union, who are authorized bodies to attend to these matters. We do not advise you to try to cope with the problem on your own. Incidentally, these clubs can also help you a great deal in planning and carrying out your tour, for they have the latest cycle-travel information, maps, guides, etc., and provide members with detailed itineraries.

An alternative to taking your own cycle is to hire one locally. This can sometimes be done for a small sum. It is an advantage if you wish to use a cycle only occasionally, and it also saves the trouble of loading your own cycle on to boats and trains before you arrive at your starting-point for the actual tour. It must be noted, however, that in some countries, France, for example, the hiring of a bicycle is difficult.

In planning a cycle tour, study the contours carefully. Do not overdo daily distances of travel. Leave plenty of time for sight-seeing and lazing. If you are going to camp out you should join the Cycle Section of the Camping Club of Great Britain and Ireland.

Do not worry if you lose your way, for you should be like one of the Three Musketeers and be prepared for any kind of adventure! At the same time, it does not excuse you from not knowing how to read a map. It is best not to have a rigid itinerary. Just stop where you wish, and forget the miles. Carry some labels for fixing on to your bicycle when it has to go by train. Remove all detachable parts (pump, lamp, etc.) at the same time. This is often a regulation; it is also a wise precaution. When there are special cycling paths you generally **MUST** use these and not the main road. Learn the local traffic signs, not forgetting the one indicating a one-way street. If you find yourself in trouble with the law, see your consul.

A good cycle bag behind the saddle is sufficient to hold all that is required when touring, though some will think a front basket necessary to hold those odds and ends which seem to accumulate. As well as personal equipment, the bag should contain tools to mend punctures and carry out minor repairs, a spare lamp bulb and brake blocks. For cycle-camping, two pannier bags slung on either side of the back wheel is the best method; they should be slung low to prevent the machine from becoming top-heavy. Remember that every pound of weight in excess of 30lbs. means lessening your daily ride by a mile. This means cutting out all unnecessary gadgets.

In buying a cycle bag, be sure it is a strong one. It is a waste of money to buy the cheap kind, which often burst after a day or two. Make the bags easily detachable, for it is disconcerting to have to unpack one's intimate belongings in a shower of rain because the fasteners refuse to become undone. Bags should, of course, be waterproof. Do not forget to take a padlock and chain to ensure the safety of your machine. Spares are often impossible to obtain on the Continent. A spare inner tube should be taken.

**(h) Walking**

The true honey of travel can only be gathered by one who is content to travel afoot or on horseback, living a clean, simple, close-to-the-ground life. Whether you will like it or not we cannot say, but at any rate you will have tasted the joy of freeing yourself for a time from the grip of the machine. On foot you can explore the byways and reach the heart of a country. You are as free as any person can be.

For the hiker, the luggage problem hardly exists. If he decides to go camping, he can linger in some superb spot for a day or two. He can set off in the early dawn, or go tramping by the light of the moon. He can get up when he likes, go to bed when he likes, eat when he likes. He has that exquisite pleasure of sitting round a camp-fire with only the starry heavens above. Camping gives one a grand feeling of independence.

It is a good plan to get into condition for walking—before you start on a tour. Use the boots you mean to wear. Smear them with castor oil to make them pliant and waterproof, and wear woollen socks.

When you start, do not overdo the walking, and let 15 miles a day be your maximum distance; though it is more fun to swing along without intending to walk any fixed distance every day. Leave your night's shelter to chance; it is more easily obtained than you may imagine. At intervals during the day's march change your socks from one foot to the other foot. Never set out on an empty stomach. Stop to sit down on the top of a hill. To rest quickly and well, lie on your back with your knees drawn up. If you have a rucksack on your back, put the heavier things, if possible, at the top.

Many of the clubs and organizations dealing with open-air activities have sections devoted to walking. The



Camping Club, for instance, will help you over camping matters, and the Youth Hostel organizations about hostel accommodation. For rambling matters generally, consult the Ramblers' Association, which also has a section organizing walking tours in most European countries. When abroad, the various national touring clubs can also be of considerable assistance, those in France and Italy, for instance, being outstandingly helpful.

### (xiv) GETTING READY TO GO ABROAD

#### (a) Clothing

We strongly advise you to take only essentials. Do not over-burden yourself with items of apparel which you will wear on a few occasions only.

One warning should be given: in certain continental countries the inhabitants resent the sight of women in slacks or shorts (though not always boots), and in Spain even men in shorts are often looked at suspiciously. If you do not wish to be embarrassed or offend, respect their outlook. You can make enquiries about this from the official information offices of the countries you are visiting. Then, too, if you are going bathing, you should also enquire about local regulations. In Spain especially, the kind of costumes which pass muster, for instance, across the border in France, are absolutely forbidden.

Strong, serviceable and comfortable footwear can mean much to one's comfort, so pay special attention to this matter before leaving home. If your boots get wet through, stuff them with balls of newspaper overnight.

If you intend to walk much in mountains you will need very strong boots. Before the war you would probably have bought a pair of climbing boots nailed with clinkers or tricounis; but now we advise you to buy your boots abroad and to have them fitted there with

"Vibram" soles. This is a special type of rubber sole now used by mountaineers throughout the Alps in place of the nails of former days.

Sun-glasses are an essential for countries with bright sunshine, and that means most of Europe during the summer months and among the snowy peaks in winter. If you are going in for winter sports, extra clothing will be needed. You can, of course, go to a winter-sports outfitter and get fitted out in style, but if economy has to be studied we suggest you buy the following: a waterproof jerkin jacket with hood, gaberdine trousers (waterproof if possible), mitts and gloves, pullovers, thick, long-armed and long-legged underwear, heavy stockings to pull over the trousers, and a pair of special ski-ing boots. Many of these items can be bought at most reasonable prices at those stores which deal in government surplus clothing. Skis and other winter-sports equipment (though not always boots) can invariably be hired on the spot at cheap rates. Further advice on this subject can be obtained through the various organizations running winter-sports tours.

### **(b) Luggage**

The old Romans justly called luggage *impedimenta*. Therefore, take as little as possible. The ordinary traveller should find one or two light suitcases (or strong grips) sufficient. These should not be fully packed, for space is then left for any odd purchases made abroad, and packing in a hurry is also made easier. With this amount of baggage you can usually act as your own porter, thus saving yourself a good deal of trouble and some expense. Trunks are a great nuisance and should only be used when a prolonged stay at a fixed centre is contemplated.

Do not forget to follow closely the porter who has your luggage unless he has handed you a numbered ticket. An

extra label bearing your name and destination should be attached to each article of your luggage.

Travellers by air are restricted in the amount of luggage they may take without an extra charge being made. The use of specially made lightweight bags helps to overcome part of this difficulty. Heavier luggage can be sent by sea.

Motorists are not so restricted in the amount of baggage they may carry, but even here it is not advisable to take more than is really needed. Unloading a lot of luggage on arrival at an hotel and repacking it again on leaving does take time. For single-night halts, have one suitcase or grip specially packed with your requirements, even though you may have all the luggage brought to your room. A ground-sheet for picnicking is useful; and a small pressure-stove and kettle can be a boon.

We have discussed in the section dealing with cycling the cyclist's equipment. For walkers the rucksack is the most important item. The Norwegian metal-frame type with three pockets is best. Do not skimp on this piece of equipment, for, second only to bad footwear, false economy on this item can spoil your holiday. "Travel light" is the golden rule after that. If you are camping out, read the handbook of the Camping Club of Great Britain, which has a detailed chapter on pedestrian camping.

There is a proper way of packing a rucksack. Put the things you will want last at the bottom—pyjamas, spare clothing, iron rations, etc.—and soap, towel, sandwiches, etc., at the top where they can be reached without disturbing everything. Maps, hat (or beret), books, camera and compass should be placed in the outer pockets. Macintosh or rain-cape can be strapped on top.

In any form of packing the following hint is useful. Buy or have made a number of small cotton or water-

proof bags. Large sponge or boot-bags with zip-fasteners are ideal. Into these stow various items: washing kit and towel into one bag, clean clothing in another; perishable foods in the third; and so on. A tin box also is useful for holding perishable foods. Containers made of bakelite or aluminium will hold jam, sugar, tea, etc., although ordinary tins with tight-fitting lids will suffice. This method of packing prevents the contents of your rucksack or bag from rolling together in an untidy heap, and makes it far easier to unpack and repack. By having these bags or containers in different colours, we find that not only is the identification of the contents made easier, but there is less chance of forgetting things on leaving.

#### (xv) INFORMATION, PLEASE!

Although this book aims at providing you with all the more important sources of information, it may well be that we have not covered something about which you wish to know more. The official travel information offices are the best places to start enquiring, for even if they cannot tell you what you want to know they can invariably give you the name and address of a person or an organization who is able to do so. The Press Officers at the various embassies and legations can also be helpful—some more than others. The experts in the various national museums of Britain and America are able to advise you on their particular subjects. There are many specialist clubs and societies where expert knowledge is available.

When you are abroad the *concierge* of your hotel usually knows most of the answers to your problems. If you want theatre or concert tickets, he can get them. His knowledge of local night-life is far superior to that of the dangerous touts hanging about the streets. If you have a wrangle with a taxi-driver, turn him over to the *concierge* for

payment. Often at Cook's or the American Express we have found the answers to our queries. A chemist and the local priest are usually two other excellent sources of information. Then, there is always your country's consul—especially if you are in trouble.

### **(a) Guides**

Next we come to guides. A good guide can be most informative; but many guides are merely pests, full of inaccurate prattle, while others are nothing more than touts. Guides employed by reliable tourist agencies are the best to employ, although we have on occasion found young students recommended by the *concierge* to be interesting and helpful.

If guides (or touts) are importunate, do not answer them; just ignore them. Soon they will leave you alone and go in search of more gullible victims. Have nothing to do with "night-life" guides, for they are almost invariably rogues. You employ them at your peril.

### **(b) Guide-books**

It is often better to explore a place yourself with the aid of a good local guide-book. A plan of the town and a glance at the picture postcards offered for sale usually provides a satisfactory index to the local sights. To get the layout of a small town, walk around it and then ascend to the highest viewpoint. Consult the curator of the local museum regarding archæology, natural history, etc.

To find good, modern guide-books is often a problem at the present time. Naturally you will want to read in advance about the places you are going to see, but unfortunately most pre-war guide-books are not only out of print but are obviously, to some extent, out of date. Still, if you can get hold of a second-hand Baedeker, Blue Guide or similar book it can prove quite informative. Unfortu-

nately even when a modern, up-to-date guide-book is issued it is apt to go "out of print" quickly, as the publisher cannot always keep pace with the demand. For this reason we suggest that the reader makes his own enquiries as to what is currently available. Official information offices can be helpful in this matter; your local librarian can often advise you, obtaining books from other libraries if copies are not available in his own.

In most cities and towns you can buy locally-produced guides. Some of them are excellent. Information offices, too, have large supplies of folders. There are, in many cities, weekly or monthly booklets listing current events and other useful information. We have already referred to the importance of studying the local train and bus time-tables.

Take with you a book or two to fill in tedious moments in travelling or even for relaxation. An admirable kind of book is a classic or semi-classic relating to the country you are in. In Sicily, for instance, Marion Crawford's "Rulers of the South" is particularly apt, while in Holland what could be better than Motley's "The Rise of the Dutch Republic"? In case you might think such books are "heavy" reading, let us disabuse you of this idea. Many of these classics are astoundingly interesting and easy to read.

### **(c) Maps**

For those who are afflicted with the wanderlust, there is nothing more fascinating than studying a map. A good map of the country in which you are staying is an essential for full enjoyment. The scale you should obtain is dependent on what use you wish to make of it. For motorists and travellers by train, bus or river-steamer, the equivalent of quarter-inch to the mile suffices (1,250,000); cyclists will find the nearest equivalent to the half-inch (1:150,000

or 1:100,000) suitable; while for hikers and mountaineers, maps on a scale of 1:50,000 (a little larger than one-inch) are the best. It may not always be easy to obtain the maps you require. Our own investigations usually commence at these three London sources: Edward Stanford, Ltd., Sifton Praed and Co., Ltd., and Geographia, Ltd. The latter are particularly useful for large-scale Swiss maps. In the United States the American Geographical Society is recommended. Much useful information (and sometimes maps themselves) can be obtained from the official information offices, although we often find the most suitable maps can be obtained locally on arrival. Those countries that have Touring Clubs usually provide excellent maps, while specialist organizations for motoring, cycling and rambling are other suggested channels.

Incidentally, in case you are at all hazy on map reading, there is a useful little publication entitled "Map Reading" (Ramblers' Association. Price 2s.).

### (xvi) SOME THINGS TO NOTE

The comfort and pleasure of travel hinge largely on a number of apparently minor factors, many of which are seldom mentioned in ordinary guide-books. Here we give a number of hints based on our own experience.

#### (a) Mail

It is possible to have your mail addressed to you care of Cook's or the American Express. The firms make no charge for this service, although naturally they hope you will make use of them in other ways as a matter of courtesy. Should you be staying for a time at one centre, your hotel address could be used, but there is always a danger that letters arriving after you have left may not be forwarded. You can also have your letters addressed care of your consulate.

Letters sent to a Poste Restante are subject to several disadvantages. The post office may be closed when you call. Letters received after your departure are not forwarded. There is difficulty in gauging the amount of time required for the transit of incoming mail. You must always present your passport when applying for mail at a Poste Restante. If a clerk says there is no mail for you under your surname, ask him to look for it under your Christian name. On several occasions we have found this has produced letters awaiting us. Ask your friends at home to leave out "Esquire" in your address; it is thought to be a proper name by many postmasters abroad.

### (b) Changing times

In Continental time-tables the hours are marked consecutively from 1 to 24. The figure "24" represents midnight. There are differences in the times of the various countries, complicated by the adoption of Summer Times. Apart from this factor, in Western Europe Greenwich Mean Time is the standard. In Central Europe there is Central European Time (one hour in advance of G.M.T.); further east is Eastern European Time (two hours in advance of G.M.T.); while Soviet Russia is three hours ahead, both in summer and winter.

#### HOURS FAST ON GREENWICH MEAN TIME

<i>Country</i>			<i>Winter</i>	<i>Summer</i>
Austria	...	...	1	1
Belgium	...	...	1	1
British Isles	...	...	—	1
Czechoslovakia	...	...	1	1
Denmark	...	...	1	1
Finland	...	...	2	2
France	...	...	1	1
Germany	...	...	1	1
Greece	...	...	2	2
Holland	...	...	1	1
Italy	...	...	1	1
Norway	...	...	1	1
Portugal	...	...	—	1
Spain	...	...	1	2
Sweden	...	...	1	1
Switzerland	...	...	1	1
Yugoslavia	...	...	1	1



Summer Times usually are in force from May to September (inclusive) and Winter Times from October to April.

**(c) Health** (without medicine!)

"Happy-go-lucky travelling is the jolliest of all, and there are only two rules for a traveller to observe who wants to keep fit and well :

(i) Be cheerful and interested in everything.

(ii) Do not bother too much about your inside.

We swallow millions of microbes every minute, and a man who is constantly dosing himself for petty ailments is not likely to be a good traveller." (Frank Tatchell.)

Health wisdom in a nutshell! And here are some more hints :

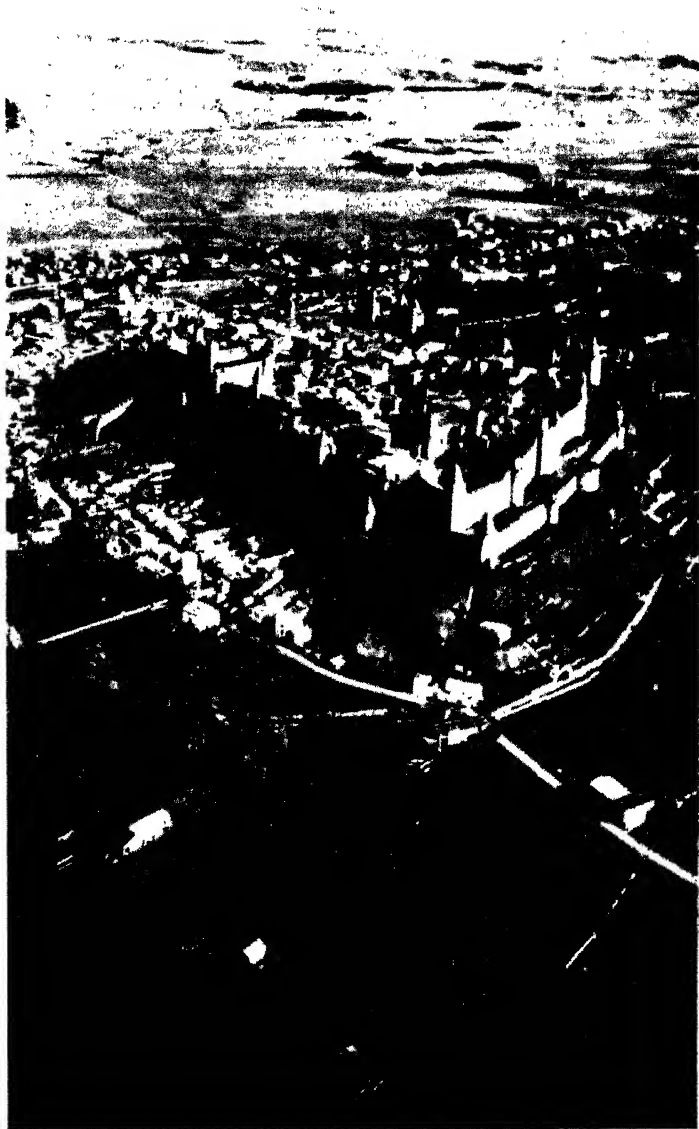
Do not overdo things and become over-tired, whether it be walking, mountaineering, motoring or sightseeing. Cultivate the habit of loafing occasionally.

If the climate is hot, take a siesta.

Sing lustily and whistle when you are out on the open road or climbing a mountain. Join in the singing in cafés, even though you do not know the words. Sing, even in bed, but in this case muffle yourself up in the bedclothes, otherwise there may be complaints from other visitors! Singing, indeed, is the best possible way to bring peace of mind and a kindly feeling towards all men.

If it is too hot to sleep, dip your handkerchief in cold water and hold it behind the ears. In noisy places plug the ears with cotton-wool dipped in glycerine.

Mosquitoes can be very unpleasant in most countries during the summer months, especially in the evening. We recommend a preparation known as "Sketofax" as being highly effective. It was evolved as a result of warfare in the Pacific and is obtainable either in ointment or capsule form.



FRANCE.

CARCASSONNE.

Plate 13

This old fortress city dates from the Roman period, but attained its first importance under the Visigoths at the beginning of the fifth century. It is considered by many as the most fascinating, romantic, and wonderful of French cities.



FRANCE.

WINTER SPORTS IN THE HAUTE SAVOIE.

The skiing and other winter sports facilities are equal to any in Europe. There is glorious sunshine and an absence of formality.

BLACK FOREST.

GERMANY.

Lying in the south-western corner of Germany, the Black Forest is not only a summer paradise for the walker, but is also an excellent area for Winter Sports. Its blackness, incidentally, is no more dense than that of many another forest of firs, but there is a certain tradition which makes this forest seem "blackier" than any other.





GERMANY.

DINKELSBÜHL.

For 450 years this little medieval walled town was an imperial free city. Today it offers a perfect picture of ancient times, with its tall, gabled houses. Dinkelsbühl is not far distant from Rothenburg; another delightful gem of a town.

If you are likely to be doing much sun-bathing it is strongly advisable to include in your kit some preparation such as "Ray-fylta" or "Cooltan" to prevent the agonies caused by being sunburnt. Nivea cream (for some skins) and calomine lotion are the best remedies to use if this should occur.

#### **(d) Photography**

Take your camera along with you, for it will enable you to re-live the enjoyment of your holiday. The miniature type of camera is the most useful, for it can be carried with you all the time without being burdensome. If you have bought a new camera, become familiar with its workings before you leave home. There is seldom need for you to take with you a supply of films, for all the standard makes can be purchased in most countries abroad, often at prices lower than in Great Britain. It is also not difficult to get your exposed films developed satisfactorily and, if need be, by rapid service. An exposure meter is strongly advised, for local sunlight conditions are frequently deceptive, especially among the mountains. Another useful gadget is one which enables you to take pictures at a right-angle to the direction in which you are facing. This appears much less impolite than pointing your camera direct at strange persons or groups.

It is forbidden to take photographs from aeroplanes and in certain fortified and military areas. Regulations about photography are especially strict in eastern countries. In most of the places you visit, such as parks, cathedrals and museums, cameras may be permitted although cine-cameras are sometimes "taboo." If you are told, however, that some small fee is charged, then pay it, or else put your camera away, without complaint.

Interesting photographs have often a commercial value and can help to pay for your holiday, whilst they are invaluable to writers. Never miss a chance when you are actually in a position to acquire first-class photographs suitable for reproduction.

When you return home, mount your prints in an album, add full captions, and you will be able to interest your friends in a vivid way, often far easier than trying to give a verbal account of your experiences.

### **(e) Passing the Customs**

Passing the Customs is often a worry to anyone who has not previously visited Europe. That passing the Customs is an irritating formality is not to be denied. It is foolish to attempt to smuggle goods in; the consequences may well be most unpleasant and expensive.

There is seldom any bother, however, if you adopt the following commonsense rules:

- (i) Be ready to open all your bags. Do not incur the inspector's suspicions.
- (ii) Declare anything you have bought abroad, as it may be liable to duty and purchase tax. Usually, if the amount declared is small, you are passed through without having to pay duty—but do not try to smuggle.
- (iii) Do not try to tip a Customs official.

Each country has its own list of dutiable or restricted goods. Be careful to take only small quantities of food-stuffs or tobacco, for the amounts you can take across a frontier are usually limited. Should you be carrying a foreign-made camera or watch (especially, in the latter case, if comparatively new) it is desirable to have satisfactory receipts for their original purchase to show on return to Britain; otherwise you may be asked to pay

customs duty and purchase tax. Failure to make payment, when requested, may result in confiscation until such time as you can satisfy the Customs authorities.

British residents may like to know the normal, but unofficial, concessions permitted to them on return to Britain:  $\frac{1}{2}$ -bottle of spirits; 1 bottle of wine; 200 cigarettes or equivalent weight in pipe tobacco—all for personal use only. A few purchases of small value are also usually allowed to pass in duty-free—a pair of nylons, for instance—but you must declare them, and pay duty if asked.

### **(f) Hobbies**

Even a slight knowledge of such subjects as geology, natural history, architecture and archæology adds much to the enjoyment of a holiday. The history and customs of a place are often of considerable interest. Take an interest, in fact, in everything you see. It costs nothing to do so. There are so many of these pleasures available free to the visitor: market-places, fountains, parks, statuary, river-scenes, children playing, the uniform of the local postmen, the breed of cattle, even the local newspaper—all these may seem minor matters to observe, but the true traveller finds them absorbing, and taken together they all contribute to the enjoyment you gain from your holiday.

### **(g) Keeping a diary**

This is recommended. Apart from the memories, thrills and laughs it will bring back to you in later years, which would otherwise be forgotten, it can also be useful to you and your friends if you make a record of names and addresses of hotels, restaurants, shops, etc. In compiling this book our own diaries have proved invaluable.



**(h) Rules of the road**

Except in Britain, Eire and Sweden the rule of the road is to drive on the right and pass on the left. In some countries (Denmark, for instance) pedestrians have to observe the traffic signals and are not allowed to cross the road against the red light even when no traffic is passing.

**(i) Visiting cards and other small gifts**

Often in your travels in remoter places when a person has obliged you it is pleasant to make some small gesture of recognition. Money, often, would be regarded as an insult, but without loss of self-respect on either side you can usually give either a visiting card (which is usually appreciated) or a cigarette or two. Small tins of cocoa or coffee are also appreciated. In one Balkan country, as recently as October, 1950, we found that one of the most appreciated presents was a razor blade. Such gifts take up little room in your luggage. Spare trout flies can be given to local anglers. Photographs of your home, your family, your dog—not for disposal, however—are excellent for creating friendly, human relations.

**(j) Fishing rods**

Though you may not normally be an angler it is often useful to carry a trout rod with you on your travels. It comes in handy on occasions even if you do not catch any fish. The sight of a fishing rod is an open sesame to the confidence of the country-folk, accounting for your presence in out-of-the-way places. If you are tired of carrying it, you can sell it with ease anywhere abroad.

**(k) An emergency compass**

This can be contrived by placing your watch face upwards on the palm of your hand with the hour hand

pointing to the sun. Half-way between the hour hand and XII will be due south. It is wise also to learn a little about the stars in case you should lose your way in the night—the Pole Star and Orion, for instance.

### **(l) Comfort in a train**

On a long journey remove your boots and wear slippers or sandals. A light raincoat can take the place of your jacket. In hot and dusty weather bathe the face with eau-de-Cologne or diluted lavender water. An air-cushion is a useful article on a train journey, for remember that third-class seats on the Continent are often wooden ones. A wet sponge or flannel in your sponge-bag safeguards against a shortage of washing accommodation on a long train journey.

### **(m) Theatre seats**

In some of the older historic opera-houses and theatres you are unable to see the stage from certain seats. Remember this when booking. Back seats in the side boxes should be refused because of this disadvantage, which applies particularly in the case of the *Opéra* in Paris.

Beware also of the *strapontin*, a folding seat attached to the aisle chair, usually with no back; occupants must continuously get up to let people through the aisle.

### **(n) Insurance of baggage**

For a small sum you can insure your baggage (including personal jewellery and camera) from the day you leave home until you once again re-open your front door. The small premium is money well spent.

### **(o) Social customs**

Every country has its own special social customs. Try to learn what they are. In certain countries men take off their hats when meeting one another even though they may be unaccompanied by a lady. In France you will

find the handshake on meeting much more common than at home. In Austria and some parts of Southern Germany "*Grüss Gott*" is used as a salutation. Often in Europe, where there is dancing, it is quite correct for a gentleman to approach a lady he may not know and ask her for a dance. Do not feel offended, therefore, should this happen with your own womenfolk. Be discreet in churches, especially during a service. Get to know the local habit for securing a place on a bus. In Paris, for instance, you take a numbered ticket from a machine hung up at the halt. The conductor calls out the numbers and you take your turn. In many foreign countries you are not permitted to smoke in the auditoriums of theatres and cinemas, departmental stores and some shops. "*Rauchen verboten*" or "*Défense de fumer*" are usual signs in Continental motor-buses. In Spain men are apt to stare at a pretty woman and even pass remarks. No attention or umbrage should be taken.

### (xvii) WAYS TO ECONOMIZE

Economy means different things to different people. This is certainly the case with travel. Three pounds or ten dollars a day spent on travel expenses may seem high or low to you, according to your financial position and way of life; nevertheless it is possible in almost any European country to manage quite pleasantly on ten shillings a day, or even less—a wretched existence, of course, to some people—if you are content to lead a simple life, buying your own food as the inhabitants do.

The fact is that you can travel without spending large sums, just as you adjust yourself to your income when at home. The point to remember, however, is not to stretch economies too far or you will miss the joy of fresh experiences.

Here are a number of suggestions showing quite sensible ways in which you can save money on travel :

- (i) Travel off-season when prices are lower. Avoid the peak of the holiday season.
- (ii) Travel third-class. You usually reach your destination just as quickly as the person who goes first-class. You will not have such comfort, of course, but you may well have more entertaining companions. Do not let travel agencies deter you from going third-class. Your aim is economy.
- (iii) Visit countries where living costs are low. You can easily find out current conditions for yourself.
- (iv) Big cities are always on the expensive side. You spend far more in a week in Paris than during a fortnight in Carinthia.
- (v) Take luggage you can easily handle yourself, and thus save tips for portage.
- (vi) Use buses, streetcars and underground railways instead of taxis. With a good town map it is often quicker to walk short distances. This is certainly the case in such capitals as Paris, London and Rome.
- (vii) Don't waste money on useless purchases. Before buying anything, especially "souvenirs," say to yourself, "What shall I do with this when I get home?" Likewise, at present-day prices they can cumulatively be a considerable drain on your purse. Afternoon teas, especially, are invariably a luxury. Sending postcards to your friends is another quite costly expense these days.

- (viii) Have picnic meals occasionally, either in your hotel room or out of doors. Fruit, bread, cheese, olives and a bottle of wine can make a feast and cost only a modest sum.
- (ix) Stay at second-class hotels, inns or *pensions*. The people of a country use such places, which cut your living costs by half. Youth hostels provide even cheaper accommodation, and summer schools are good value.
- (x) Hire a cycle by the day, week or month. This is the cheapest form of transport apart from walking.

## PART II

### THE BEST OF EVERYTHING

*Home-keeping youth have ever homely wits . . .  
I rather would entreat thy company  
To see the wonders of the world abroad  
Than, living dully sluggardized at home,  
Wear out thy youth with shapeless idleness.*

"The Two Gentlemen of Verona."—SHAKESPEARE.

The title we have given to the second part of this book—"The Best of Everything"—may seem at first to be somewhat presumptuous. Let us, therefore, say at once that what constitutes the best in anything must be mainly a matter of decision by the individual. You may, for instance, be a winter-sports enthusiast and consider that the Austrian Tyrol is the best place for this kind of holiday; but someone else may award the palm to Switzerland. This difference of opinion applies to almost every form of holiday pursuit and interest. It is true that in certain things there is general agreement as to what does constitute the best. Few persons would deny, for instance, that Spain is the best country in which to watch bull-fighting, or that the art galleries of Holland are the best in which to study the famous Dutch masters.

Where you go on your holiday and what you do and see rest entirely with you. Here we are mainly concerned in offering our views and recommendations on a variety of things. In some cases, as you will note, we have obtained the opinions of authorities and we are very grateful to them for their valuable help.

So often a person going on holiday finds it difficult to obtain unbiased, comparative information about his own special interests. Quite naturally the publicity material put out by each country's official information office aims at attracting you to one special country. Some countries do this propaganda work better than others, but this should not be allowed to affect your balanced judgment.

We hope that in this section you will find fresh ideas which may help you in planning your holiday in Europe.

### (1) AGRICULTURE AND FARMING

Anyone interested in farming will derive pleasure and instruction from observing the varying methods practised in different parts of Europe. Whether it be cattle-breeding, the growing of certain crops, viticulture or co-operative marketing, there is always one special place which holds a supreme position in its own line. Our own experience is that an interested visitor is invariably made welcome by the farming community. In the course of our travels we have spent some days on a farm in the Ukraine and amongst the vineyards of Hungary. Often the form of introduction has been purely personal. At other times, however, we have contacted the local Department of Agriculture, and been provided with advice and letters of introduction. The official information office can usually tell you where best to apply, if you are in doubt. It is even possible through such channels to spend some time living on a farm.

Students and other young people, and even older folk, who would like to visit some adventurous countries can often do so by joining one of the organized harvest parties. The Central Bureau for Educational Visits and Exchanges would be the best source from which to obtain information in the first instance.

## (ii) ARCHÆOLOGY

Remains of archæological interest are scattered over most parts of Europe. Perhaps the most ancient and interesting prehistoric paintings are to be found in the caves of the Dordogne and its tributaries, in the neighbourhood of Périgueux, in France, and at Altamira (N. Spain). Brittany (centre Carnac) offers a rich display of megalithic tombs and standing stones. More Stone Age remains are to be found in Holland (Drenthe) and in Denmark (Zealand and N. Jutland). The visitor from America must not fail to see the famous stone circles of Avebury and Stonehenge.

Forts of the Iron Age are to be found in S.W. Germany in the Taunus Mountains (near the Rhine), and in France at Strasbourg. There are also the unique prehistoric conical forts, known as *nuraghi*, to be found only in Sardinia.

## (iii) AUTOMOBILE AND MOTOR-BUS TRIPS

While many of the main roads of western Europe are in first-class condition, yet there are exceptions, a striking instance being the direct road between Calais and Rheims. On this road today it is possible only to proceed at almost a snail's pace, and so it is advisable, in preference, to travel by a deviation. In any case, of course, most motorists will obtain expert and up-to-date information about the state of continental roads before setting out on a journey.

The most popular touring countries for motorists in Europe are Switzerland, France, Italy, Norway and Sweden (according to the R.A.C. Touring Department). Austria and Spain are, however, two other countries they would recommend; whilst south-west Ireland, they consider, has as fine scenery as anywhere else in Europe.



For outstanding road journeys, the following are suggested:

From Bayonne to Perpignan, along the Pyrenees.

Circuit of the Dolomites.

*Axenstrasse* (eastern end of Lake Lucerne).

Circuit of Lake Como.

Susten Pass road in Switzerland (recent construction).

Graz to Klagenfurt (Pack Road).

A three-weeks' motor trip (2,000 miles) has been planned for us by the R.A.C. Starting from a Channel port, the suggested route is:

Paris — Chalon — Lyons — Valence — Avignon —  
Toulon—along the Riviera sea-coast as far as Genoa  
— Milan—Merano—Innsbruck—Vaduz—Zurich —  
Basle — Mulhouse — Nancy — Luxembourg —  
Dinant — Namur — Brussels — Ghent — Bruges  
—Ostend.

If extra time is allowed, a circular trip could be made down to Rome, returning by way of Florence to Venice and across the Dolomites and the Brenner Pass to Innsbruck, then carrying on as before.

#### (iv) CAMPING

Camping suggestions insofar as they are linked with walking, cycling or motoring tours must obviously depend upon the recommendations made under those headings.

For those who wish to spend a camping holiday pure and simple, we give some of our own special favourite camping areas:

Corsica.

Andorra

Luxembourg.

Southern Alps of France.

Germany (especially along its rivers).

Spain (Catalonia).

Having made this list of recommendations, let us add that there are few European countries, if any, in which you cannot find truly delightful camping sites. Our memories keep flitting from place to place. There are, indeed, few more enjoyable holidays (provided the weather is good) than making one's camp near a mountain stream, beside a lovely lake, or close to the sea shore.

Some readers may be interested to know that both the French and Italian Touring Clubs—and also others—organize communal camps, which can be great fun and help you to make foreign friends.

May we remind you here of the three golden rules for all campers :

Ask the owner's permission about camping on his land.  
Be careful about fires.

Leave your camping-site clean and tidy.

#### (v) CANOEING

The Secretary of the British Canoe Union has kindly given us the following list of some of the best canoe trips to be made in Europe :

The Austrian Danube and the fast-flowing rivers entering it from the Alps.

Rivers Lech, Isar, Loisach (tributaries of the Danube).

The Rhine with its tributaries, the Neckar and Moselle.

The Rhône and its tributaries.

The Dordogne and its tributaries.

The Vistula and its tributaries, Dunajec, Sola and San.

The Dneister and its tributary, the Prut.

Along most of the Scandinavian coast.

Lakes and rivers of Finland.

River Wye in England.

West coast of Scotland, especially around Skye.

### (vi) CASTLES, CHATEAUX, MANOR-HOUSES

"Castles in Spain!" Perhaps! But you will be better advised to visit those in Scotland, along the Welsh border, on the Rhine, in the south Tyrol, in Luxembourg, Bohemia and in the north-eastern corner of Denmark. That is to say, if you wish to "specialize" in castles for your holiday—a rather rare taste.

For châteaux (and their equivalent, stately homes) the Valley of the Loire springs at once to mind. Great Britain is very rich in magnificent mansions, some of which, like Blenheim and Castle Howard, are almost palaces. In the provinces of Värmland and Scania in Sweden there are many delightful manor-houses. This is not a subject, however, on which it is easy to particularize, for there are fine homes to be seen in many European countries.

### (vii) CATHEDRALS, ABBEYS AND CHURCHES

Some people are bored with cathedrals. But to many travellers the famous cathedrals of Europe offer a fascination and interest that is unique. These colossal buildings are the result of an artistic movement without precedent in the history of the world.

Between the 11th and 12th centuries a religious fervour swept the Continent, attracting to the church all the talents of the people. Every art and craft contributed. Slowly over the years grew the gothic style; dark walls were pierced by gleaming windows; columns grew and multiplied like trees in a forest; vaulting soared even higher toward the stars.

Remember that you are seeing only what is left of this period. In the long-distant past the building in which you sit, grey now, was a symphony of colour. Its walls, its sculptures were painted. The vaulting of the ceiling

above was deep blue, studded with stars. The windows, often now quite plain, were once filled with glass of deep-glowing colours which nowadays are unequalled. The church in its youth was dim, colourful, mysterious. It is difficult, indeed, to appreciate fully today quite how sublime the effect must have been.

The four great cathedral countries in Europe are Italy, Spain, France and England. In Rome alone, starting with St. Peter's, there is such a wealth of ecclesiastical architecture and art that one can do little more than make mention of the Eternal City. Pisa, Orvieto, Siena, Monreale and Lucca have, together with many other Italian cities and towns, their own special religious buildings—a wonderful heritage from the Middle Ages. In Spain, too, there is an extraordinary variety and richness in many of the cathedrals: Seville, Toledo, Cordoba, Burgos, spring to mind—but there are many others. Then, for France, it is almost invidious to tender a short list of this country's superb gothic churches—a country which has, for instance, such glories as the cathedrals of Chartres, Bourges, Albi and Amiens. The same difficulty confronts us with England, and if we mention Wells, Durham, York, Canterbury and Lincoln, it is not with the intention of claiming that they are the "best"—a matter, of course, for individual decision. The inner enjoyment and the thrill to be experienced by visiting personally any of these glorious cathedrals in Europe is something that must appeal to every cultured traveller.

As far as abbeys and churches are concerned, no country can excel England. Westminster Abbey, of course, stands alone. But when we think of Boston "Stump," the Royal Chapel at Windsor, King's College at Cambridge—to name but three of the more outstanding—we find an ecclesiastical heritage which is unequalled elsewhere. Yet

it is, perhaps, in the country churches of England, many of them dating back seven and eight hundred years, that we get closest to the understanding of what the English tradition means to the English themselves. Here, in these ancient peaceful buildings, can be seen memorial tablets to men and women, long dead, whose lives and deeds helped to nurture the thousand-year-old roots of the English traditional way of life. No other country, we feel, has anything to equal these country churches of England. There are, of course, many other churches elsewhere of great interest: the timber churches of Norway, the round churches of Bornholm, the ruined churches of Visby, the baroque churches of Austria, the Pisan churches of Sardinia, and especially the marvellous churches of Ravenna, which hold the finest Byzantine mosaics in existence.

### (viii) CAVES, GROTTOS, POT-HOLING

Among the outstanding caves and grottoes of Europe we would list the following:

England. Cheddar Caves.

Belgium. Grottoes of Han and Rochefort.

Spain. Caves of Altamira.

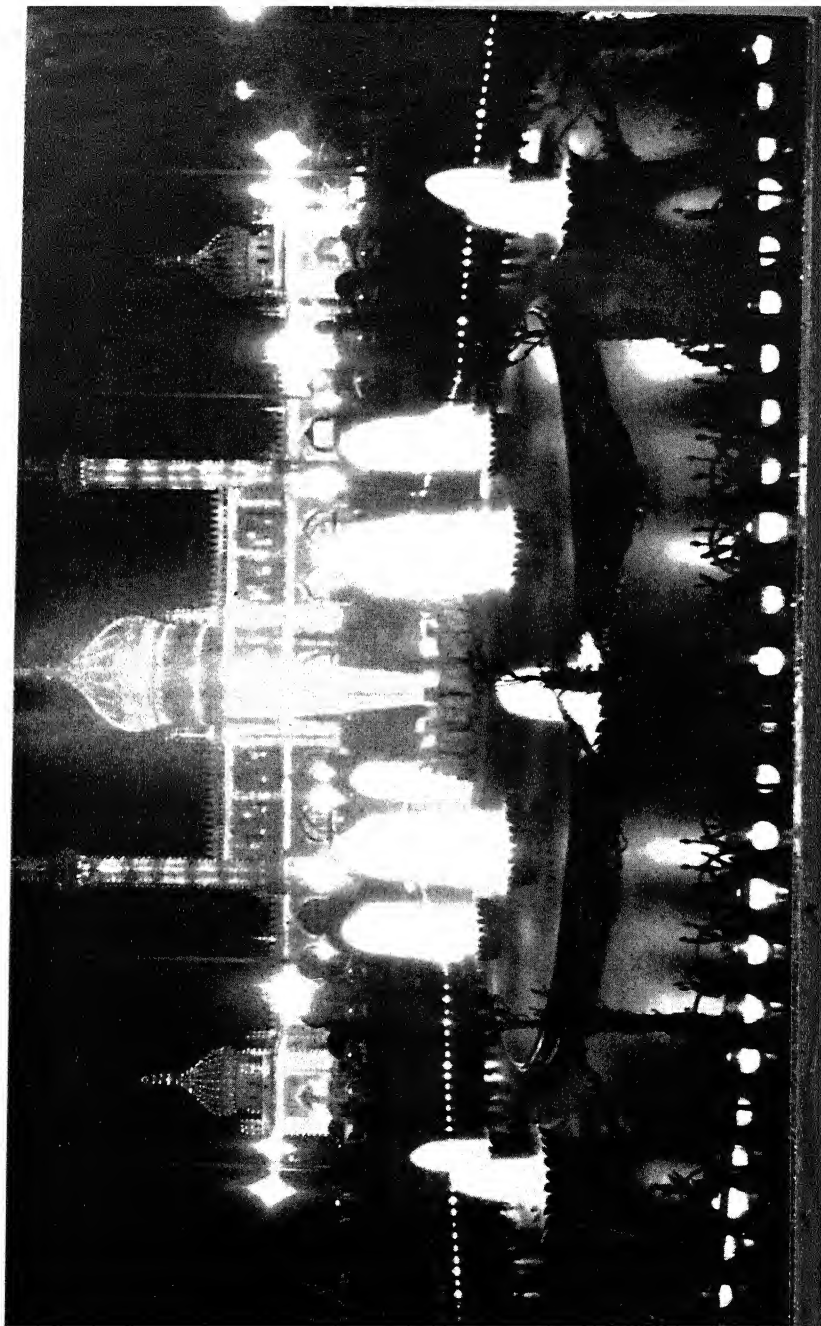
France. Lascaux Grotto (valley of the Dordogne).

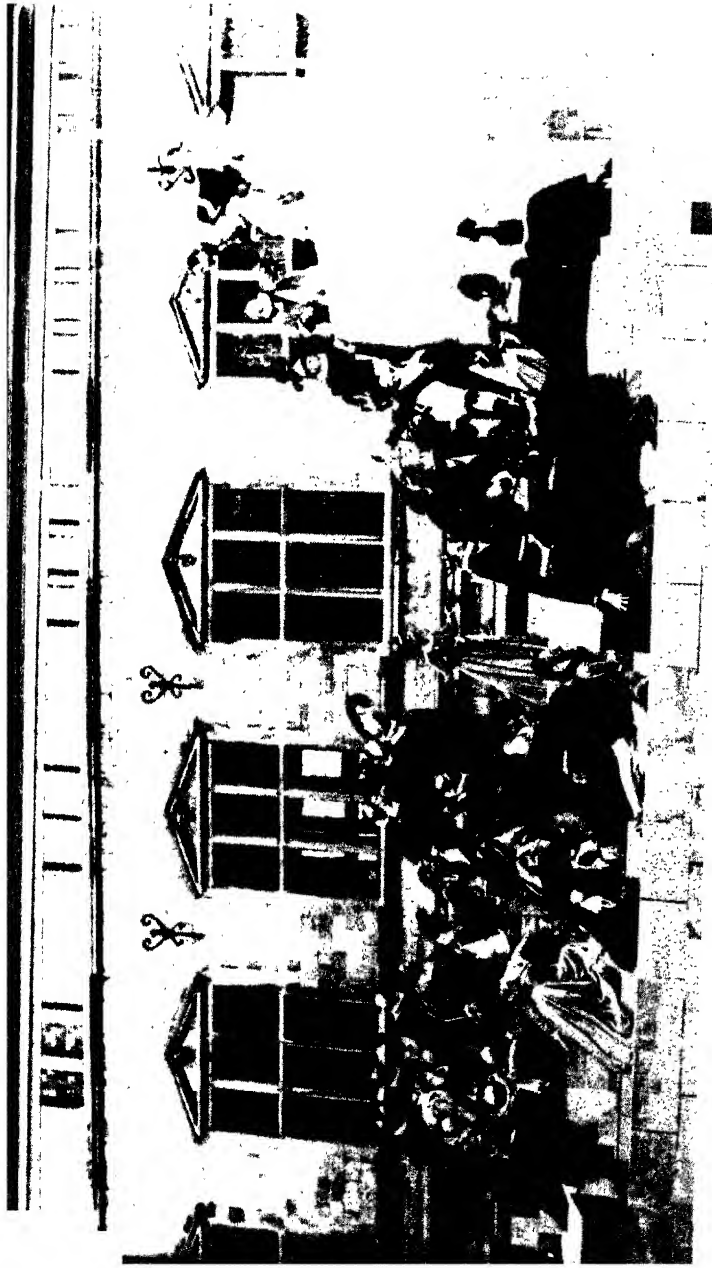
Czechoslovakia. Grottoes at Blankso.

Austria. Eisriesenwelt Caves.

TIVOLI, COPENHAGEN'S FAIRY PALACE.

In the evening, the Danish capital's matchless pleasure park, lying in the heart of the city, is an irresistible magnet which draws thousands to its portals. There is nothing quite like it anywhere else in Europe.





DENMARK.

COURTYARD OF THE CASTLE OF KRONBORG.

This is said to be Shakespeare's Castle of Elsinore. Denmark has a firmly fixed tradition that the Bard, when a boy, came here with a strolling troupe of players. Here performances of "Hamlet" are annually given.

DENMARK.

THE DANISH ROCKY ISLANDS AND HEADLANDS.

DENMARK.

THE DANISH ROCKY ISLAND OF BORNHOLM

About 225 square miles in area; situated in the Baltic, this small Danish world has medieval round churches, ruined castles, Viking rune stones, and smoked herring. The last are herrings. It is an ideal spot for the walker and is just







HOLLAND.

A CORNER IN AMSTERDAM.

Sitting astride its many canals and waterways, Amsterdam is like some very active Venice. Among the busy canals, especially in the old centre of the city, are beautiful specimens of architecture.

*(ix)* CITIES, TOWNS AND VILLAGES

We once met an American and his wife in Rome who were "doing" Europe in a week. Their programme included one day in the Eternal City and two days (for shopping and night-life) in Paris. We forget the other places they proposed to visit, except that they hoped to spare a day for London. Such an itinerary is worse than useless. There are three European capitals which require at least a week if an intelligent survey is to be made of their principal sights. These are London, Paris and Rome. There are six other capital cities which demand a minimum of three to four days for a satisfactory initial appreciation: Prague, Edinburgh, Stockholm, Amsterdam, Vienna and Athens. Edinburgh, if visited during the period of its annual Music Festival, is looking its best, but is, of course, crowded.

It is a pleasant mental exercise to draw up a list of one's favourite cities and towns, apart from those already mentioned. It is sad to think, however, that several we would have wished to include were ruined by the war—Dresden, for instance. This is our current list (with which experienced travellers will, no doubt, wish to differ):

Bruges.

Florence.

Perugia (with nearby Assisi).

Venice.

Toledo.

Seville.

Granada.

Sarajevo.

Salzburg.

Oxford.

Avignon (with nearby Arles).

Carcassonne.

Somewhat lesser-known towns of medieval origin would include:

Conway (Wales).  
Rothenburg (Germany).  
Bonifacio (Corsica).  
San Gimignano (Italy).  
Ronda (Spain).  
Lierre (Belgium).  
Delft (Holland).

The place which seems to conjure up in the imagination the far-distant past most vividly is Syracuse in Sicily.

#### (x) CYCLING TOURS

There are some countries—Holland and Denmark are two examples—which have excellent cycling roads or paths and interesting towns *en route* but which lack outstanding scenic beauty. The cyclist, therefore, who wishes to plan a tour that avoids uninteresting scenery will be helped by the following suggestions from the Touring Bureau of the Cyclists' Touring Club:

Jura Mountains and Haute Savoie.  
Bavarian Alps.  
Italian Dolomites.  
Austrian Tyrol.  
Switzerland (almost any part).

To this recommended list we would like to add two of our own favourites: the Valley of the Loire; and the Ardennes, both in Belgium and Luxembourg.

#### (xi) ESCAPIST HAUNTS

We know of no country in Europe where escapist haunts of some kind or other are not to be found. The real escapist, in fact, hardly needs advice on this subject, for he much prefers to find his own particular hide-out—and then keep its location to himself.

There will never be a rush for the solitary spots on the earth and we do not feel we shall be spoiling our own little paradises by listing a few of them, in case some readers of this book may wish to experiment. We are sure they will not be disappointed.

Eriskay in the Outer Hebrides. It was on this little isle that Prince Charles first landed in 1745 to lead his ill-fated rising.

Tresco, a charming semi-tropical islet in the Scillies.

It is owned by the Lord Proprietor of the Isles of Scilly, but visitors need no permission to land.

Aran Islands, off the coast of Connemara. Here time has stood still.

Castel Mola in Sicily. Perched on the top of a mountainous crag from which one gets superb vistas over Etna and the Mediterranean.

Sepulveda, a wonderful old walled town north-east of Segovia in Spain.

Korcula, near Dubrovnik.

Bohinj, near Bled, in the mountains of Yugoslavia.

Christiansö, a tiny island reached from Bornholm.

Inn of Rovalo, in Rovaniemi, Finland. Our only companions there were the wood-cutters.

## (xii) FESTIVALS

(Musical, theatrical, religious)

Musical festivals are becoming very popular in Europe, judging by the fact that so many centres are running them. Salzburg is the most famous, but the Edinburgh Festival is also highly recommended. Both these festivals benefit greatly from the charm of their surroundings. Other outstanding annual festivals include the *Maggio Musicale* at Florence and the choral Three Choirs Festival of the West of England. Many cities are now organizing

musical festivals and it is best for anyone interested to obtain the latest information on the subject from the official information offices or the main travel agents. If you wish to discover folk music you should, of course, avoid the main festivals and try some of the lesser-known places. Nearly all the Balkan countries, for instance, have their own local festivals.

Famous theatrical festivals include the six-monthly season at Stratford-upon-Avon, the Malvern Festival, the Edinburgh Festival, and the Hamlet Festival at Elsinore, in Denmark. Passion plays, of which the most famous is that at Oberammergau, may well fit into your programme of travel. Thiersee (Austria)—soon to be revived—and Visby (Gotland) are two others that remain in our memories.

Purely religious ceremonies are those found at Seville, Granada and Montserrat (in Spain), and at Bruges. The Pardons of Brittany are also intensely interesting and picturesque. There are few places in Europe where something of interest does not take place—if you chance to be there at the right time.

### (xiii) FIELD SPORTS

(Angling, fishing, shooting, hunting, etc.)

For those seeking information about any field sports in Europe our advice is to become a member of the British Field Sports Society. It costs £1 to become a voting member, but non-voting members can pay as little as 2s. 6d. There is no corresponding American society.

Recommended countries for angling and fishing include the British Isles, France, Norway and Iceland. By far the best tunny fishing—a most thrilling sport—can be done from Scarborough in Yorkshire. The headquarters of the British Tunny Fishing Club are in this town. Then

there is exciting seal hunting off the west coast of Norway.

Good shooting can be obtained in most of Central and Eastern Europe. Big-game hunting (bear, wild reindeer, elk, etc.) is available in Norway. In Russia, Yugoslavia and the Carpathians there are bear and wolf, and in the Ardennes the boar. The rare moufflon is only to be found in the Corsican heights; chamois in the Alps and Yugoslavia; and the izard in Andorra.

England is the best country for fox-hunting, while in both France and Spain there is mounted hunting of the wild boar.

### (xiv) FOLK CUSTOMS

(Song, dance, lore and costumes)

There is no country in Europe which lacks folk customs. It is a mistake, however, to link them with peoples living within particular political boundaries. They have a racial origin. You will find, for instance, in Sicily customs that are obviously Grecian, while even in England the far-distant Danish occupation of the country has left its undying imprint. A study of folk customs is a fascinating hobby to follow on holiday.

Every country has its national songs, to be rendered on occasion; but there are few countries where people go about their work singing. In Italy and Spain, however, this happy trait has not died out under the stress of modern life.

The most interesting folk-dances to be seen in Europe are those of the Basque country (both in France and Spain) and in Rumania. Those wishing to study the subject are recommended to read "Traditional Dance," by Violet Alford and Rodney Gallop (Methuen). Polish and Hungarian folk-dances are outstanding in their vitality.

Folk-lore is strongly entrenched in Ireland and Denmark. In both these countries fairy romances have become woven into the lives of the people and are believed today just as they were centuries ago. It is not an exaggeration to state that taboos and superstitions still rule a large proportion of Europe's peasant population.

Hungary, Yugoslavia and Sardinia offer the most decorative folk costumes to be seen today, but the most extraordinary are those worn by the citizens of the little Belgian town of Binche. Usually, costumes are only worn on Sundays and Feast-days.

Although hardly folk-costumes, mention should be made of certain other interesting forms of dress. There is the kilt of Scotland, the medieval costumes of the boys of Christ's Hospital, the uniforms of the Yeoman of the Guard and the Beefeaters. In Greece there are the kilted Evzone soldiers; and at the Vatican the Swiss Guard. In Rome, too, the priests belonging to the various Colleges have their own distinctive brightly-coloured cloaks. In Belgium the inmates of the *beguinages* wear head-dresses and costumes which have remained unchanged through the centuries. You will find these and many more unusual garbs a picturesque contrast to our usually plain and rather uninteresting modern dress (certainly as far as men are concerned).

### (xv) FORESTS

The two Great Wars have played havoc with the great forests of Europe. There are still, however, large forested areas, notably in Scandinavia, but it is the much smaller forests in more closely settled countries that make the greatest appeal to us. In these you find solitude and beauty without feeling engulfed in too great a vastness. Of these smaller forests we recall those of the Ardennes, the Black

Forest, the mountain forests of Corsica, the Forest of Dean and the New Forest in England, forests in Portugal, and such lovely forests in France as at Fontainebleau and the Vosges. To see these forests, especially in the spring or autumn, is a glorious experience.

### (xv) GARDENS

There are two European countries which are outstanding for the beauty of their gardens: England and Spain. We have not forgotten the formal gardens of the French palaces and châteaux, but they provide a more austere type of pleasure; they are impressive rather than charming: and the gardens of the Italian Lakes and the French Riviera are very delightful.

No overseas visitor to England should miss visiting Kew Gardens. The college gardens at Oxford and Cambridge are lovely. On a smaller and more intimate scale are many of the privately owned gardens. These are often open to the public on certain days during the summer on payment of a small charge, the proceeds of which go to the Queen's Institute of District Nursing, from whom full particulars can be obtained. (In Scotland it is Scotland's Gardens Scheme.)

In Spain, perhaps the loveliest garden of all is the Parque de Maria Luisa in Seville—a matter of opinion, maybe, for in the same city are the famous Alcázar Gardens, originally planned by the Moors. This same race was also responsible for the Generalife and the Alhambra, in Granada, with their lovely gardens. One of the loveliest of the latter is the Zoroya, down the centre of which flows the water in a tiny canal or channel made of marble, from the sides of which spout innumerable jets of water. Another beautiful garden here is the Sultana, where, in ordered disorder, are roses, carnations, lilac, jasmine, lavender—all scenting the air with their delicious perfume.



*(xvii)* GASTRONOMIC SPECIALITIES

Seasoned travellers are usually interested in good things to eat and drink. Their interest is not a sign of gluttony, but rather the curiosity of the palate for new experiences. It lies in the intrigue of the unexpected herb, spice or sauce; the titillating savour of exotic ways of putting flesh to fire or greens to bowl.

In our own unregenerate way we prefer honest confession. That per hour of elapsed time, man and boy, we probably have been happiest when looking mildly into the ruddy cup (allied to entertaining company) than at other times. We all know the extra appetite and added zest we acquire from having meals "out." This added zest of life, this contrast, then, is not something to be despised. Cultivate it, and it will add to your list of happy memories.

For your information we give in Part III a few suggestions about the gastronomical specialities of each country. A name, however, can mean very little, for the deliciousness of most dishes lies in their preparation. In this branch of civilized life the French still reign supreme. With them, well-prepared food and fine wines represent one of the arts.

Next to French cooking we would place that of Spain, Hungary and Belgium, with Sweden a close runner-up. For table wines France again leads, followed by Germany and Hungary. We feel, however, that we are on debatable ground and prefer to leave the choice to the palate of the individual reader.

*(xviii)* GLIDING AND SOARING

Gliding and soaring are popular sports in many European countries. For visitors, perhaps, Switzerland

might be considered a first choice. Poland, too, is a country where enthusiasts have been made very welcome. Those interested in this kind of holiday should get in touch with British Gliding Association, Ltd., who will provide up-to-date information on the subject.

### (xix) GREEK REMAINS

Who can describe the sensation of the beholder as he stands lost in contemplation of one of the sublime temples of Agrigento in Sicily; or witness for the first, or even the hundredth, time the glorious Acropolis at Athens? We might well suppose that man could produce nothing more beautiful than their harmonious outlines. Yet these and all the other remains of the glory that was Greece were created by the people of a little country whose total population would barely fill one of our smaller provincial cities.

If you want to understand ancient Greece, go to Sicily. It is, in our opinion, the most interesting country in Europe, if not in the world, and its history, beginning in the mists of antiquity, unites in due time with that of both Greece and Rome. This comparatively small island was the theme of almost every poet and every historian, and the remains of the past found there are older and more perfect than those of any other country.

It is true, of course, that in Greece itself there are many ancient remains to be seen—the Acropolis, Delphi, Epidaurus, Olympia, and at the National Museum. But there are incongruities and even, alas! difficulties. In Sicily, on the other hand, apart from the usual signs of modern civilization, little is altered. It is indeed a land of inexpressible delight.

Here one can sit in the actual theatre where the plays of Aeschylus were once performed before his own eyes. One can look out, in imagination, over ancient Syracuse, described by Cicero as "the greatest of Greek cities, and the most beautiful of all cities." Yet, today there is hardly a ruin left. Time, the climate and the neglect of man have consumed even the dust of what was once so great, and much that remains is in the mind, in the pages of Thucycides and Herodotus; and, yes, in the heart.

There is actually more to see at Agrigento, with its ruined temples, unrivalled in all the world, standing in utter loneliness by the sea. Here, at its zenith, was one of the richest of Greek colony-cities. It had a population of two hundred thousand, and when one of its chief citizens won a chariot race at an Olympiad, no fewer than 300 chariots drawn by white horses attended his return. The luxury displayed was incredible, for even the citizens wore garments of gold.

A little further along the coast is Selinunte. Here are ruins heaped upon ruins, vast column upon column, temples, palaces, houses, streets, all piled in a gigantic overthrow and unbelievable disarray—the result of invasion by barbarians. There is also a place where one's imagination can almost re-picture the past, but today there is utter desolation and loneliness.

Most effective of all the Greek remains in Sicily is the ruined temple that lies at Segesta. Although architecturally it is not as fine as the temples of Agrigento, the siting and stark setting amply repay the inconvenience of the journey. It stands isolated in tragic loveliness.

Outside of Greece and Sicily are the monumental Greek ruins at Paestum, 60 miles south of Naples. They are well worth the journey to reach them—not a difficult trip, for the railway runs close to them.

### (xx) HOLIDAY CAMPS

Holiday camps (that is, residential camps provided with a full range of sports and entertainments within their bounds) are a British invention. They serve an excellent purpose for a certain type of holiday-maker, but they will hardly appeal to the ambitious traveller. The idea is now extending to other European countries. Reso, for instance, is operating some Swedish camps.

Other holiday camps are organized by the Italian Touring Club, the Touring Club of France and the Dansk Folke-Ferie in Denmark. In the latter case you can rent bungalows quite cheaply; and the camps possess such amenities as restaurant service, public rooms and shops.

Work on constructional schemes in some countries is occasionally available as a holiday task. It may be paid or unpaid, and it brings you into contact with other peoples. Some of the camps, however, have a strong political bias, and we suggest you would be well advised, before making any arrangements to attend one, to contact the Central Bureau for Educational Visits and Exchanges and ask their advice. In Britain there are farm camps at which you help with the harvest and get paid for your work. This is now quite a popular form of holiday and it need cost you nothing.

### (xxi) HOLIDAY CENTRES

There are quite a number of persons who are satisfied to spend their travel-holiday at a fixed centre. They may choose a spot simply because of its surrounding scenic beauty—such places are to be found in every country—or because of its convenience and suitability for making interesting excursions. In Britain, for instance, London, Edinburgh, Fort William, Ross-on-Wye spring to mind.

In France, Quimper, Annecy and Nice. Perugia and Naples are two excellent centres in Italy. Then, there is Meiringen in Switzerland, Salzburg and Innsbruck in Austria, and Luxembourg.

Another form of holiday centre is that organized by various co-operative holiday organizations. These bodies include the Holiday Fellowship, and the Workers' Travel Association (both British), *Tourisme et Travail* (French), *Reso* (Swedish), and *Popularis* (Swiss). The holiday centres they offer are usually in the form of guest-houses where you pay an inclusive fee. There are often organized activities in which you can join. This kind of holiday is thoroughly "safe," but it is hardly adventurous and must be considered on its own merits rather than as a form of travel.

### (xxii) HORSE-RIDING

Ireland, Iceland and Hungary are the three countries in which a holiday on horseback can be best enjoyed. In some other primitive places where there is no other form of transportation, such as Albania and Bosnia, the adventurer may well have to ride a horse or mule simply as a form of locomotion—it gets you to your destination. In other countries riding-tours can be planned, but they require a certain amount of expert advice. We ourselves hope one day to follow Don Quixote's Spanish journeys. Incidentally, riding a mule is a good way in which to explore Greece.

### (xxiii) ISLANDS

In Europe the total number of islands runs into colossal figures (Norway alone claims 150,000 and Finland 60,000), but the great majority of these are uninhabited

and frequently uninhabitable. There are the larger islands, such as Sicily, Corsica, Crete and Gotland, but these are too sedate for the island-escapist. No, it is of tiny islands we wish to talk—islands which can be crossed in an hour or less; islands where you are never far from the sea. In this category we place a few of our own favourites: Trese in the Scillies, Barra in the Hebrides, the Aran Islands off Connemara, Texel (Holland), Ischia, near Naples, Santorin, one of the Cyclades in the Aegean Sea, Rab off the Dalmatian coast, and Christiansö, near Bornholm. For those who like "grim" islands, there are Sein and Ouessant, both off the Breton coast. Here can still be witnessed on occasion a strange funeral ceremony for local men who die at sea. A grave is dug, and on this empty spot a cross is placed.

#### (xxiv) LAKES

Lakes or lochs surrounded by majestic mountain scenery provide a scenic combination which is hard to beat. More than that, it provides the finest kind of mental rest-cure. Here is a short list of our favourite memories:

Scotland. Loch Maree.

England. Derwentwater.

Finnish Lakes. Lake Inari.

Lakes of Plitvice, in Yugoslavia.

Italian Lakes, especially Lake Garda.

Switzerland. Lake of Lucerne.

Austria. Hallstattersee.

#### (xxv) MOUNTAINS, MOUNTAINEERING

All the great mountain chains of Europe have their own special attractions, and it is impossible to say that one country is better off in this respect than another. The Alps are the most famous internationally for mountaineering, but there is excellent climbing in the mountains

of the Great Divide between Norway and Sweden, in the Dolomites, the Tatras, the Carpathians, the Pyrenees and in Yugoslavia.

The Camping Club of Great Britain and Ireland have a mountaineering section and there is the British Mountaineering Council—both good sources for obtaining reliable help and advice.

### (xxiv) MUSEUMS AND ART GALLERIES

There are few towns of any size in Europe which do not possess a museum or an art gallery, or possibly both. Their quality naturally varies. Sometimes in quite a small place you will find an excellent, well-displayed collection. Often the curators and staff are important sources of specialized information, so make use of them if necessary.

Here we are only concerned with giving you a list of the outstanding museums and art galleries of Europe. For the former we asked the Director of the British Museum for his ideas. This is the list he suggests :

British Museum, London.

British Museum (Natural History), London.

Science Museum, London.

Victoria and Albert Museum, London.

Louvre, Paris.

Cinquantenaire, Brussels.

National Museum, Vienna.

Acropolis Museum, Athens.

Vatican Museum, Rome.

For art galleries the Director of the National Gallery, London, gives this selection :

National Gallery, London.

Louvre, Paris.

Prado, Madrid.

Uffizi, Florence.  
Vatican Museum, Rome.  
Brera, Milan.  
Academy, Venice.  
Hermitage, Leningrad.  
Rijksmuseum, Amsterdam.  
Royal Museum, Brussels.

To those interested in modern art and sculpture we can recommend the International Exhibition of Modern Art, held in summer in Venice. There is also the remarkable collection of statuary in the Vigeland Park, Oslo. Open-air museums include the Norske Folke-museum (Oslo), Maihaugen (Lillehammer, Norway), Skansen (Stockholm), Seorasaari (Finland) and "The Old Town" (Aarhus, Denmark).

### (xxvii) NATIONAL PAGEANTRY

No country excels Britain in its wealth of national pageantry. There are the great State functions—the Opening of Parliament by the King, the Levées held by His Majesty at St. James's Palace, and the Trooping of the Colour on the King's birthday. The Changing of the Guard is witnessed daily by hundreds of visitors to London. There are also the great civic ceremonies—the Opening of the Law Courts each October Term, the Lord Mayor's Show, and the annual ceremony at the Cenotaph in memory of Britain's War Dead, both in November.

One most colourful spectacle we were able to witness recently was the annual Band Festival at Innsbruck. About 150 village bands congregated in the Tyrolean capital, and each band wore its own distinctive costume. There is nothing quite like it elsewhere in Europe. As the bands paraded in procession through the streets, they played



loudly with their brass instruments—but they all played different music! The resultant din can be imagined. We would not, however, have missed this remarkable occasion for anything.

### (xxviii) NATURAL HISTORY

There are few holiday hobbies more delightful than the study of natural history, whether the interest be trees, shrubs, wild flowers, wild animals, birds or life on the seashore. In most instances you will be able to obtain detailed information about such matters from the appropriate museums in the country you visit. The Natural History museums of Great Britain or the U.S.A. would also be able to advise you.

Here are a few suggestions made by the experts at the Natural History Museum, London.

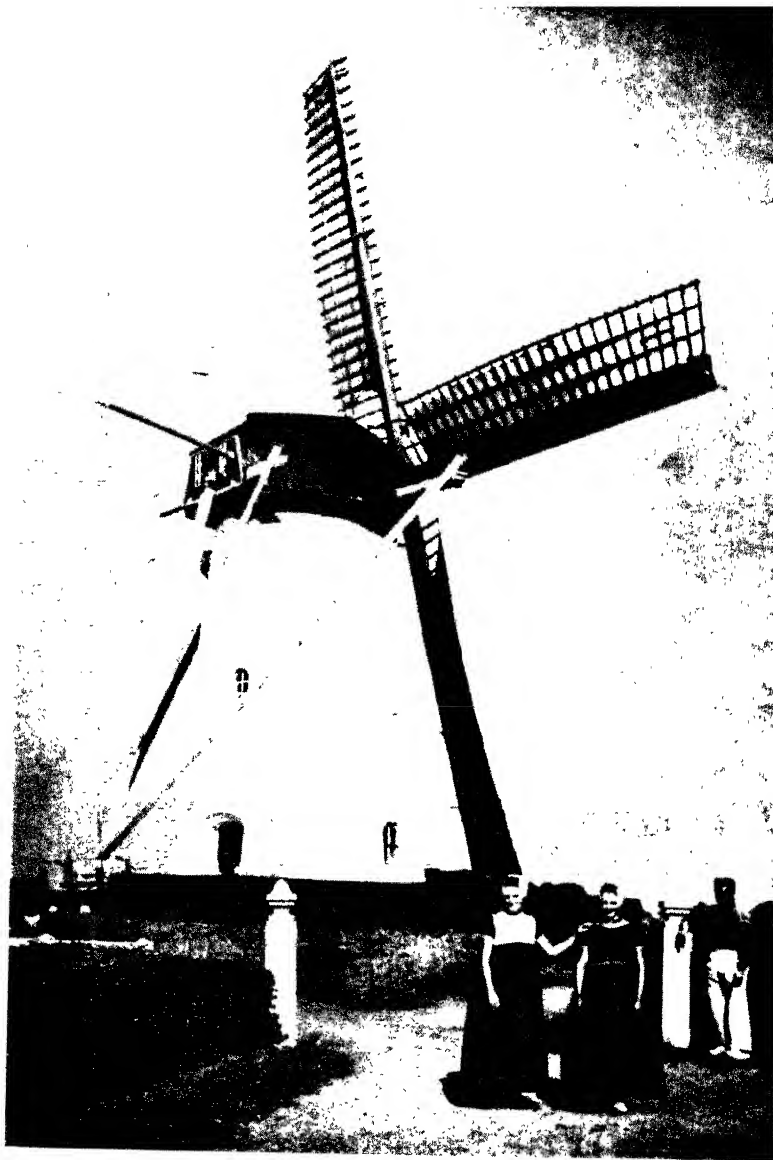
#### **Wild flowers**

These are best found in the *maquis* (applied to vegetation) countries, such as Corsica, Sicily, Greece, the Pyrenees, and parts of the Balkans. The best time to see these veritable carpets of flowers is in the early spring (March to May). There are wonderful displays of wild flowers, too, in the Alps—the Swiss National Park in the Grisons being specially recommended—and in the Scandinavian countries. In these northern lands, however, June is the time to see the flowers at their best.

No word-picture of ours can do justice to the delight to be derived from seeing these displays of wild flowers. They certainly justify special visits.

#### **Wild animals**

As far as wild animals are concerned, they are either so scarce or located in such remote spots that the chances

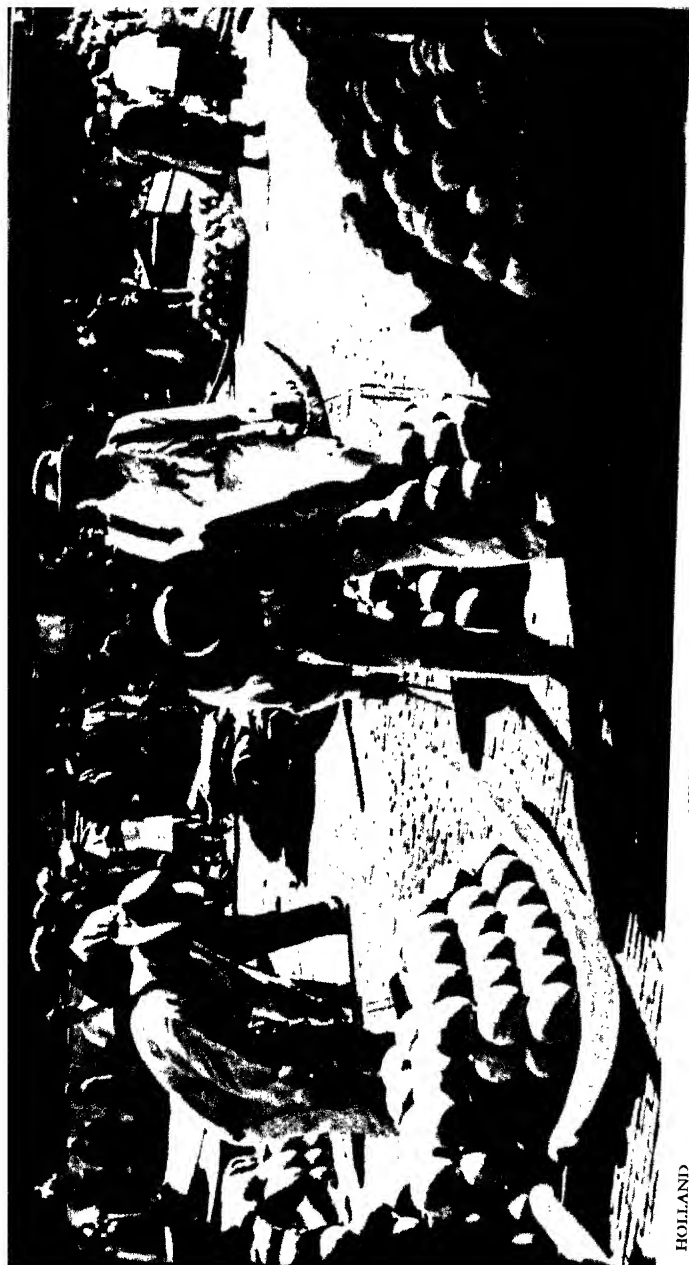


HOLLAND.

# A DUTCH WINDMILL.

Plate 21

For centuries these monuments of a bygone industrial age have served as partners with the dykes to keep the Netherlands above the sea. There is something human about these old mills which form a prominent feature of the landscape.



#### HOLLAND

##### CHEESE MARKET AT ALKMAAR.

On market days hundreds of sightseers from all countries come to watch the picturesque and animated scene among the stacks of cheeses. Note the porfers' special design in hats.

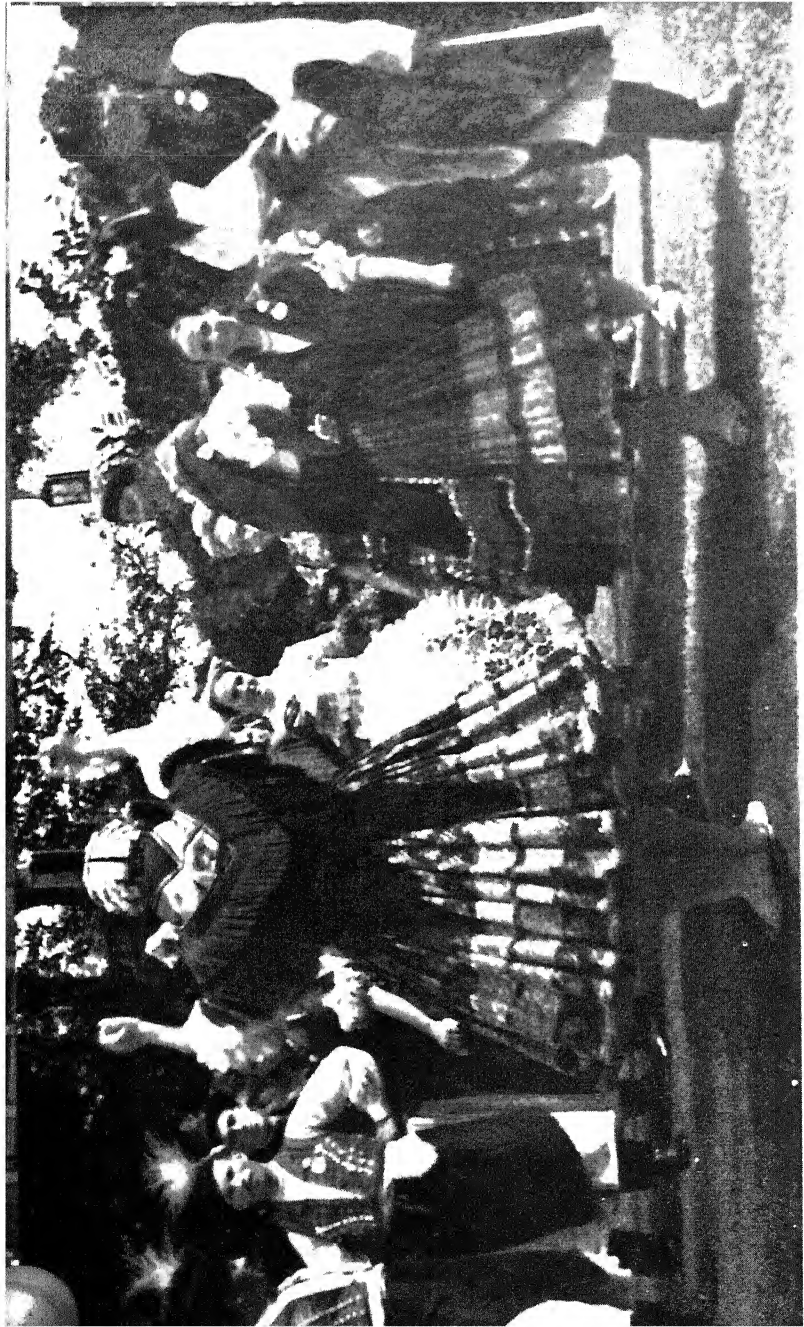
#### HUNGARY.

##### HOUSES OF PARLIAMENT, BUDAPEST.

Rising beside the Danube, this noble Late-Gothic structure...

HOUSE OF PARLIAMENT, BUDAPEST.  
Along beside the Danube, this noble late-Gothic structure, covering an area of over four acres, reflects an impression of lightness and delicacy. Completed in 1902, it is considered one of the world's finest legislative palaces.





HUNGARY.

MACYAR DANCERS, HUNGARY.

This shows a wedding dance known as the "Bottle Catches." Though the dancers move in circles, in a circle their speed to a whirl, no bottle is dropped. The costumes are those worn at Buda in Southern Hungary.

of the ordinary holiday-visitor seeing them are remote. The wild-game national parks in Europe do not have the same interest as those in other continents. There is some wild game in the mountainous districts of Scandinavia and the Balkans. In the Polish National Park of Bialowieza are a few European bison, one of the world's rarest animals (only 92 are known to be living), and there are the moufflon of Corsica. To see the moufflon, you must certainly be a mountaineer, for they are only to be found on the highest crags.

### **Bird life**

Bird life can be studied in all countries. Often the best places are in the bird sanctuaries which some countries have established. The Camargue district in Southern France and the island of Texel in Holland are two interesting localities. Jan Mayen Island teems with birds, but can prove a most unpleasant, barren, fog-bound spot. In any event, you will have to charter your own boat and arrange an expedition to reach it.

Richmond Park in Surrey, on the outskirts of London, is as good a place as anywhere in England to study British bird life. Branton Burrows in Devon and the Pembroke-shire coast are two other recommended localities.

### **(xxix) NIGHT-LIFE**

Night-life resorts seem to have an appeal to many travellers who, at home, would hardly consider patronizing such places. In Part I we have warned holiday-makers against the wiles of night-life touts, who depend for a living upon a share of the fleecing which you will probably incur should you follow their recommendations. At the same time, let us be fair, there are plenty of pleasant evening resorts where you can enjoy yourselves

for a reasonable sum. A "reasonable sum" depends, of course, on the class of establishment you visit. There are places, for instance, in Paris and Brussels, where a glass of beer can be ordered; but there are others where champagne is obligatory, although even in these places it is often possible, by sitting at the bar, to buy much cheaper drinks. This is, however, only possible for the male sex. Should you, in error, find yourself seated in a night-club where the prices of drinks are much greater than you wish to pay, the best thing to do is to leave and go elsewhere. Even if you receive black looks it is far better than finding yourself inconvenienced financially.

As we have already mentioned, a chat with the *concierge* of your hotel will enlighten you as to the establishments to visit in the evening. There can be few persons who have gone out recklessly seeking night-life entertainment who have not met with some bitter experience. When this does happen, however, do not necessarily blame the people of the country for being rogues—rather blame yourself.

Night-life in Europe has now recovered its pre-war standards—perhaps, however, with more encouragement to the thrift-traveller. Paris and Brussels are undoubtedly the two chief cities for the more exotic kind of entertainment. Copenhagen, too, offers much fun. Then, Tyrol, both Austrian and Italian, has its entertaining beer cellars. In Paris the night-life resolves itself around four more or less distinct areas of the city, all of which offers quite a wide choice. These areas are: *Etoile-Champs Elysées*, *Madeleine-Opéra*, *Montmartre* and *Montparnasse*. Some of the best clubs are most expensive, but as they put on elaborate floor shows and entertainments and have high overhead costs, one can hardly complain.

As night clubs open and close and change their names with rapidity it is useless our giving specific names of establishments. Some of the agencies run special tours at night in Paris to visit certain selected places. A common charge for such a tour is in the neighbourhood of £2 10s. You are certainly in the hands of a reliable shepherd (if you patronize a good agency), but the amount spent on drinks on your behalf at the four or five places visited seldom exceeds 10s., leaving quite a nice profit to the promoters, even allowing for the cost of the coach and the shepherd's wages.

### (xxx) PILGRIMAGES AND RETREATS

The outstanding Catholic pilgrimages in Europe include those to Rome, Lourdes, Lisieux (France), Montserrat (Spain), Fatima (Portugal) and Czestochowa (Poland). The Catholic Travel Association will advise those interested.

There appear to be no specially organized retreats on the Continent for English-speaking visitors. Enquiries, however, can be made through the Generals or Provincials of the main religious orders as to what facilities exist. In Rome there are English, Scottish, Irish and American Colleges; in Lisbon an English College; and in Salamanca an Irish College. These, too, can be helpful in the countries concerned.

Mention must be made of the famous Hospice of the Great St. Bernard's Pass, which is maintained by the Augustinian Order. Visitors are expected to make a donation if they stop there. This hospice lies amidst wonderful mountain scenery—an ideal spot for meditation and spiritual communion.



## (xxx) ROMAN REMAINS

Considering the length and extent of Roman rule in Europe it is surprising how little remains of the great cities built by the Romans. It is, indeed, in North Africa that many of the finest remains are to be found. In Italy, the most interesting remains can be seen in Rome, Ostia and Pompei. The latter place, in particular, has much fascination because the remains depict the home life of those who lived two thousand years ago. Britain has many interesting relics of the Roman occupation—Bath, St. Albans and the Roman Wall are three examples which spring to mind—while at the British Museum there are some wonderful examples of treasure-trove of Roman origin. There are very fine Roman remains at Nîmes, Arles, and Orange in France, which are described in Part III in the section dealing with this country. Scattered Roman remains also are to be found in Germany, Austria, Spain, Yugoslavia and Rumania.

## (xxxi) SCENIC HIGH-SPOTS

The panorama of Europe provides many individually delightful views, and although there are so many from which to choose, here are 12 with claim to classic beauty or rugged grandeur:

The view from the Roman theatre in Taormina, Sicily.

Looking down from Ravello on to Amalfi and the sea.

From the Porta Sole, Perugia.

The Cuillins of Skye viewed from Kyle of Lochalsh.

The Jungfrau at sunset seen from Interlaken.

The Lapp Gate, near Abisko.

Loen Fjord in Norway.

The Mountains of Andorra seen from the point where the road crosses the frontier at the Pass of Envalira.

Mount Hekla in Iceland.

Vista at the end of the main street in Innsbruck.

View of Dubrovnik from the sea.

Looking down on the Riviera coastline from the Monaco golf-course.

### (xxxiii) SEASIDE RESORTS

Seaside resorts are of two types: those where one goes to mingle with crowds, and those where one goes to avoid them. The first obviously have a larger appeal, but little need be said here about them, for they are always well advertised. With British visitors the 40-mile-long Belgian coastline is probably the most favoured Continental seaside resort. Although on the map this sea-front is divided up into differently named towns, yet in fact, it is practically one continuous built-up area. Excellent sands, a light-hearted Continental atmosphere, and first-class value for the money spent, are the chief factors in the popularity of the Belgian coast. Its proximity to England also means that it is quickly and cheaply accessible.

Another increasingly popular seaside holiday area lies in that part of the Breton coast which runs westward from Dinard. Here, too, the sands are excellent.

Fashionable seaside resorts include the Lido of Venice (very dull, in our opinion), Biarritz, where the bathing is superb, Deauville, for the richly extravagant, and, most select of all, the Eden Roc and its little pool, with "every square yard a millionaire."

When we come, however, to making a selection of charming but lesser-known seaside resorts, we may be accused of trying to spoil such places by giving them publicity. We will refrain, therefore, from mentioning specific places, but will state the portions of coast-line where there are a number of charming spots that the seaside "escapist" is bound to appreciate.

Here, then, are our suggestions:

The Pembrokeshire coast in Wales.

The coast of Donegal in Eire.

The coast of Ross-shire north of Ullapool.

The Costa Brava, north of Barcelona.

The Dalmatian coast.

Parts of the west coast of Jutland.

#### (xxxiv) STEAMER AND BOAT TRIPS

In Europe there is an infinite variety of trips that can be made by steamer or boat. You can sail out into the ocean or hug the coast; you can travel on lakes, rivers and canals; and you can travel in gondolas in Venice.

The two chief open-sea trips are the round voyage from British ports to the Faroes and Iceland, and the journey from Trondheim in Norway to Kirkenes. There are many coastal trips, the best would include those among the fjords of Norway, along the Dalmatian coast, to the Western Isles of Scotland and along Spain's east coast. You can be well out of sight of the mainland in the Baltic, amongst the islands of the Aegean, and in the Black Sea.

It is not easy today, unfortunately, for the holiday-maker to travel along the Danube and through the Iron Gate, but river trips can be made on the Rhine (Rotterdam-Basle), the Moselle and between Lyons and Avignon on the fast-moving Rhône.

On inland waters, pleasant voyages are available in Finland, Italy, Denmark and Switzerland; while for canals the Göta trip is outstanding. There are facilities, too, for hiring boats on the canals of Holland and England. The journey along the Caledonian Canal in Scotland is very fine.

### (xxxv) SUMMER SCHOOLS

#### STUDENT FACILITIES. EXCHANGES

Summer schools are held in most European countries today: in fact, their number is legion, and they keep on increasing, while the scope of their activities also widens, ranging from nudism to the study of Etruscan burial customs. The vast range of opportunities is partly indicated in the UNESCO International Handbook "Study Abroad" (Vol. II). It costs 6s. and can be purchased from H.M. Stationery Office or ordered through a book-seller.

If you are in any doubt about where best to apply, then we suggest you get in touch, in the first instance, with the Central Bureau for Educational Visits and Exchanges—a step we have already advised in sections (i) and (xx). This remarkable body is recognized by all government departments and has liaison with organizations in nearly every country in the world. It should be stated, however, that the Bureau cannot provide individuals with cheap holidays abroad. It is *not* a commercial travel agency. Nevertheless, it can be of great help to schools, youth clubs and individuals.

Cultural attachés at embassies, official information offices, specialist organizations, and bodies similar to the British Council which are maintained by some countries, are all possible sources of information regarding summer schools and other educational facilities. It is, indeed,

quite impossible here to do more than mention a few of the vacation courses available.

Many French universities run summer schools, a few being held at the seaside. The French National Tourist Office issues annually a list of such courses.

For Spain, application regarding this country's summer schools could be made to the Institute of Hispanic Studies, the University, Liverpool.

Italy is the only country in Europe which has a special University for Foreigners—at Perugia. We can think of no pleasanter way of spending three months than taking a course there, with the charm of living in this most lovely and historic Umbrian hill town. The University of Siena also maintains a school for foreign students. Write to the London office of E.N.I.T. for particulars of Italian summer schools.

Austria, Switzerland, Denmark, Holland and Sweden are some of the other countries with opportunities by which you can get to know better the life and peoples of a foreign land, and their official information offices and their cultural attachés in London could help you with information.

Incidentally, even on an individual holiday abroad, a student (an elastic term) who carries some kind of card indicating his status frequently receives special attention. In France, for instance, there are often reduced admission charges made for museums and galleries, and even financial concessions in theatres, hotels, etc.

The matter of exchange of private hospitality, which might be held to include the subject of paying guests, is in a somewhat different category. The "Personal" column of *The Times* often carries such advertisements, and there are some commercial bodies which deal with such matters. Generally speaking, however, an exchange or going as a

"P.G." should be arranged with circumspection. When undertaken, there should always be a clear arrangement that if conditions after arrival are not found to be compatible, then there should be opportunities for a break, without ill-will or financial penalty.

*Note.*—Students from Britain may in certain cases be able to obtain from the Bank of England Foreign Exchange Control an extra allowance over the standard basic tourist amount to cover the cost of courses. Applications should be made through your bank, giving full and detailed analyses of expenditure. You must also support your application by a letter from your professor explaining that the course is an essential part of your course in Britain. In no case will the Bank consider applications for courses involving less than 25-30 hours instruction per week.

### (xxxv) TRAIN JOURNEYS

Train journeys have a strange fascination for some people, including ourselves. We get a thrill when we take our seats in any of the great international expresses. Again we are thrilled when we set out on some journey which is to take us through a fresh countryside, and we certainly feel excited when we travel along some of the outstandingly beautiful scenic stretches which line the route.

Here is a list of some specially lovely scenic trips :

Norway. Bergen to Oslo.

Sweden. Kiruna to Narvik, and Ostersund to Trondheim, across the Great Divide. These two journeys are made more attractive by the excellent catering and the comfortable coaches on the Swedish Railways.

Austria. From Feldkirch to Wurgl, passing through Innsbruck.

Switzerland. Travel on almost all the mountain railways. Also the trip from Locarno to Domodossola, along the Cento Valley.

Italy and Sicily. Genoa to Rapallo, and Ventimiglia to Savona. The journey from Messina to Syracuse

with Mount Etna on one side and the Mediterranean on the other is fascinating.

France. From Bourg to Geneva, along the Vosges Valleys. Also from Toulouse to Perpignan, by way of Ax-les-Thermes and Bourg-Madame.

Scotland. From Perth to Inverness.

### (xxxvii) UNUSUAL HOLIDAYS

Europe offers unlimited opportunity for unconventional and unusual holidays. For our own part we prefer to travel unconventionally, on foot or on bicycle; this method seems to bring us as near as possible to the hearts of the people. But this does not mean that we scorn what is sometimes derisively called "the tourist track." In most cases this track is intelligently and even magnificently planned. What we suggest, however, is that many of you should not become too conservative. Leave the beaten track sometimes and branch off into the byways. Try to discover some of the less popular places for yourself.

In Part III we give suggestions which are out of the ordinary for tours in each country. Here we make a few to stimulate your imagination.

Riding in Hungary, Albania or Iceland.

Meandering through the old kingdom of Granada, with casual halts at a few villages *en route*.

Camping in the Basque (Spanish) Valley of Roncal.

Living in a monastery—Rila in Bulgaria, for instance.

Living in a mountain-top village in Sicily; in the mountain land of Huculs, in Polish Ruthenia.

Climbing in Arctic Norway. (There are still unclimbed peaks in the north.)

Island-hopping in the Outer Hebrides.

Archæological "digs" in Yugoslavia.

The Globetrotters' Club can be of great help to the unconventional traveller.

### (xxxviii) WALKING TOURS

There is no better way of seeing a country than by walking. Do not be deterred by the fact that you have never been on a walking tour in the past. Once you have "broken the ice" you will quite possibly become an enthusiast for this form of travel. At the beginning set yourself easy distances. Do not try to do too much. After all, if you average only ten to twelve miles a day, this amounts to around 80 miles a week—quite a useful stretch. And you will really see a country as no one else can.

There are fine walking tours in every country. In Part III we give examples. Here we give you a selection of the tours we specially recommend.

\*England. Along the Pilgrims' Way (Winchester to Canterbury).

Scotland. Crianlarich to Skye by the Pass of Glencoe and the Road to the Isles.

The Ardennes (both in Belgium and Luxembourg).  
Through the centre of Corsica.

Norway. Jotunheim district.

Bavarian Alps.

Black Forest.

In the Dolomites.

Almost anywhere in Austria.

Around Elba.

Organized walking tours in almost every European country, from the Arctic to the Mediterranean, are arranged by the Ramblers' Association Services, who pub-

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\* Details of twelve 7-day walking tours in England are given in Gordon Cooper's "Let's Go Hiking" (Sampson Low, 3s. 6d.).



lish their interesting programme of tours early in the spring of each year.

### (xxxix) WINTER RESORTS

There are few more delightful pleasures in life than to leave London on a foggy, drizzling, cheerless day and to arrive a few hours later (if by air) in some sun-washed Mediterranean resort. Britons and Americans generally favour the French and Italian Rivas for this purpose. Here, however, are some more suggestions: Ajaccio (Corsica), Taormina and Palermo (both in Sicily), the Balearics, Estoril (Portugal), Cyprus, Gibraltar, Malta, Seville. Granada and Malaga. Remember, however, in most of these winter resorts there can be cold and dull days (we have seldom felt so cold as in Sicily with snow covering the island) so take some warm clothing with you. You should also consider the suitability of any place from the point of view of intellectual interests, for even the loveliest scenes can pall after a time for active minds.

### (xl) WINTER SPORTS

Although Switzerland may hold the lead in the number of visitors attending her winter sports centres (her organization in this respect is unexcelled), we consider France is the finest country in Europe for ski-ing. Of the French winter sports districts we prefer the Dauphiné, Les Allues being one of our favourite resorts. There are two reasons why we place France at the head of our list of European winter sports countries. Firstly, it is favoured with more sunshine in winter than Switzerland. Secondly, the social atmosphere is more informal. We consider the ski-ing to be as good as that available anywhere else.

After France we place Switzerland. You may wish to visit one of the bigger resorts, such as St. Moritz, or a

pleasant, smaller resort such as Sedrun. The next place on our list is given to Austria. Here, St. Anton and Kitzbühel can be recommended, but there are many other fine places situated amidst glorious scenery.

Norway (Lillehammer and Gudbrandsdal), Sweden (Abisko), Poland (the Tatras), Czechoslovakia (Giant Mountains), Yugoslavia (Bled and Bohinj) and Italy (Dolomites) are other countries, all with their keen supporters.

In most winter sports centres there are slopes and mountain valleys suitable for beginners, in addition to those for more experienced ski-ers, competent and experienced instructors are usually available. You can often hire the necessary equipment on the spot.

### (xli) YACHTING AND MOTOR-CRUIISING

The Editor of the "Yachting Monthly" suggests the following parts of Europe as being among the best for yachting and motor-cruising:

Solent.

The Clyde.

Danish Lakes.

Norfolk Broads.

Dutch canals and waters.

Baltic (at Stockholm).

For beginners it may be of interest to know that at Lake Thun in Switzerland there is a yachting school.

### (xlii) YOUTH HOSTELLING

Almost every European country has youth hostels in one form or another. In countries such as Denmark and Sweden, the standard of accommodation is high, while in others it can only be considered adequate. Unfortu-

nately in some parts of Europe war damage has put many excellent hostels out of action. An opportunity occurs for hostellers to go to these countries as members of International Working Parties to help build and restore them. This makes quite a pleasant kind of holiday, even though you do have to work.

It is pleasant and economical, especially if you are young, to make hostels your nightly accommodation when out on a walking or cycling tour. Unfortunately if you choose the busy summer months you may often be disappointed, unless you have reserved accommodation in advance—not always an easy matter to decide under the circumstances. Denmark, Sweden, Switzerland (for persons under 25 only) and Britain are the countries where the most complete chains of hostels exist.

We should mention that in France there are five separate youth hostel organizations, of which only one body—Fondation Francaise des Auberges de la Jeunesse—is linked with the Y.H.A. Should you wish to stop at any of the other hostels you must first become a temporary member.

## PART III

### EUROPE—COUNTRY BY COUNTRY

*The world is a country which nobody ever yet knew by description; one must travel through it one's self to be acquainted with it.*—CHESTERFIELD.

(i)

### AUSTRIA

#### Historical Sketch

Today Austria is a mere remnant of the great Austrian Empire—an empire that in pre-World War I days had an area of 261,000 square miles and a population exceeding 50,000,000.

Under the rule of the Hapsburgs, Austria, after having played an important part in the defence of Europe against the Asiatic invaders, became the nucleus of a great empire, with lands inhabited by many races—Germans, Hungarians, Slavs and Italians. The extent and wealth of this empire aroused, in the 18th century, the envy of the Prussians.

Following their opposition to Napoleon, Austria's rulers refused to accept the nationalist aspirations of their dependencies. The result of this repressive policy had great influence elsewhere in Europe. At last, however, Austria was expelled from Italy and deliberately humiliated by Bismark, who established Prussia as the leader of the German-speaking races.

In the 20th century, Austrian interference in the Balkans led to the assassination of the Archduke Ferdinand by the resentful Serbs. The first World War resulted. After her defeat in 1918 she was stripped of most of her lands, including Hungary and Czechoslovakia, cut off from the sea and left without coalfields or industrial resources. In 1918 she was proclaimed a republic. In 1938 the country was absorbed into the German Reich, but regained her separate entity in 1945.

### General Survey

Austria has great gifts to offer the tourist. Covering an area about the size of Scotland or Maine (pop. 7,000,000), this country has historic cities, ancient towns and story-book hamlets set amidst her magnificent mountains, green valleys and beside her lovely rivers. Her people are kindly; her climate beneficent; her music immortal. Vienna, most romantic of the great world-cities, is regaining her place as a living fount of culture. The world is once more flocking to Mozart's Salzburg and its Festival. The picturesque streets of Innsbruck provide a refuge from a harrassed world.

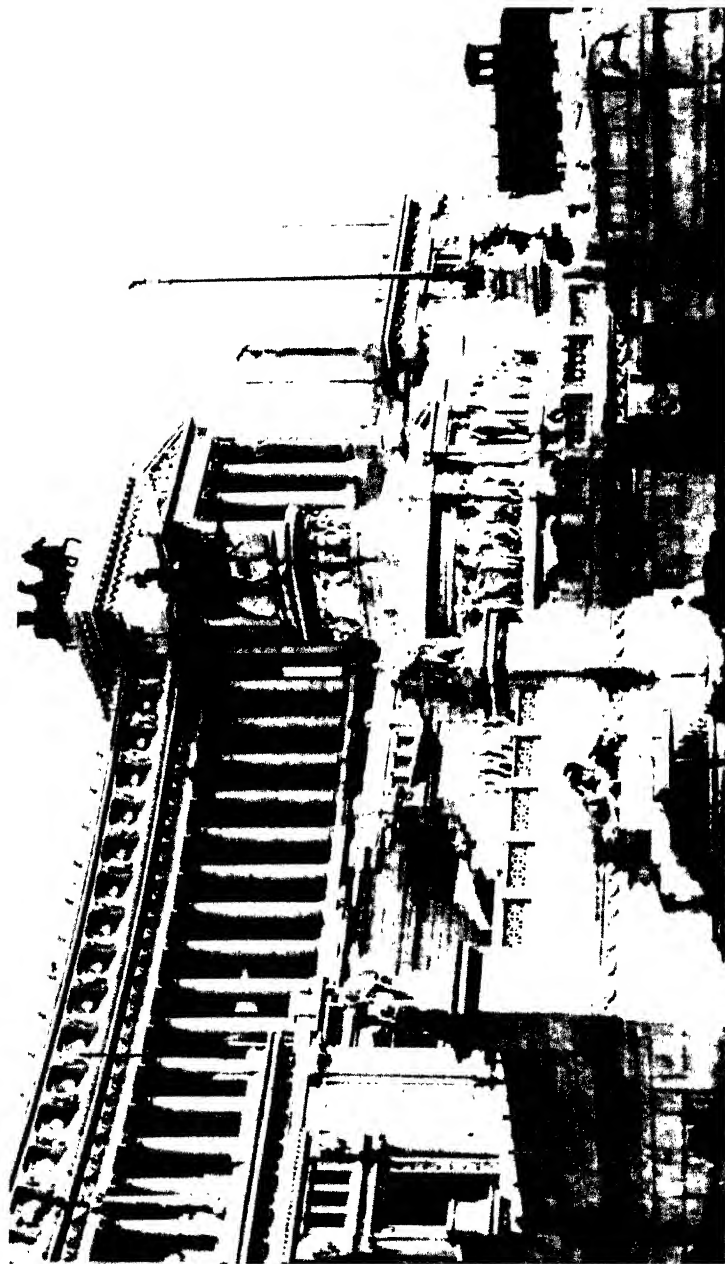
In addition to agriculture, wine-growing and forestry, the Austrians are renowned for their pottery, leatherwork, fancy goods and luxury articles. The tourist also plays an important part in her economy. Despite the ravages of war and the presence in the country of Allied garrisons, Austria is making amazing headway in recovery. The Russian zone of occupation is, of course, still closed to tourists from the West.

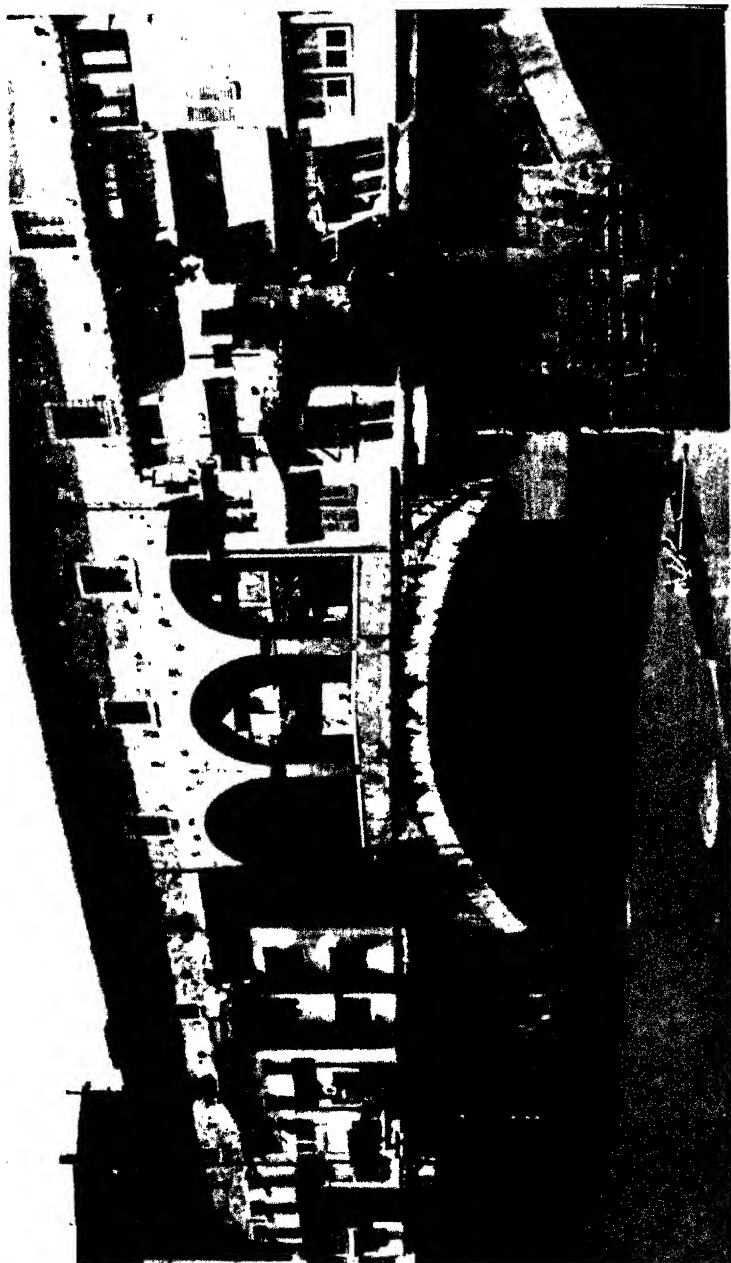
### Transportation

Apart from air services, the main routes by which Austria is reached are the Airlberg and Orient Expresses. There is also a train service from Ostend.

ITALY. NATIONAL MONUMENT TO VIC TOR IMMANUEL II, ROM. The "Eternal City" is the mecca of all civilized people. There are so many Roms, the Rome of the future.

The "Eternal City" is the metropolis of all civilized people. There are so many Romes, the Rome of the churches, the Rome of patches, museums, modern Rome with its pulsating life. The heart of the Rome of the Caesars, the Rome of the Caesars, is the resting place of Italy's Unknown Soldier.





ITALY.

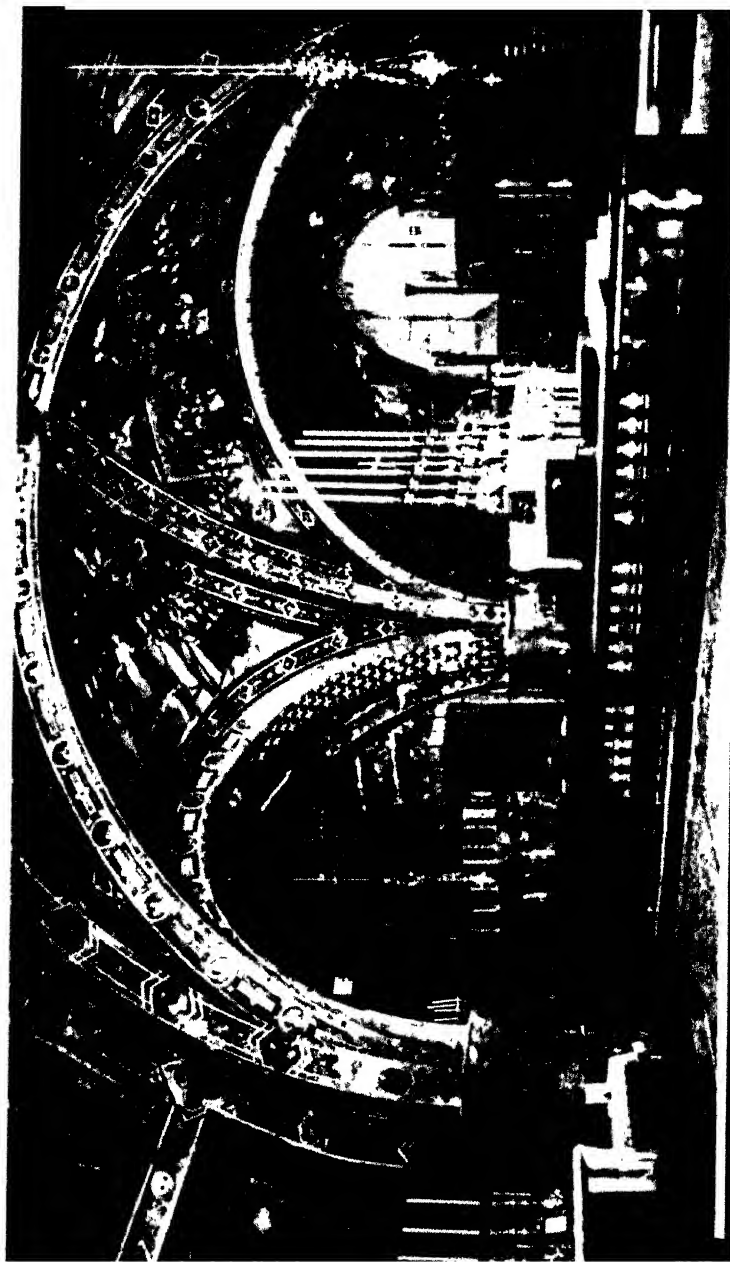
Like a page from medieval days, this bridge houses jewellers and silversmiths. Shops, which overflow on to balconies on either side. The pace of life and the attitude of the Florentine has inevitable attraction in its display of incomparable treasures.

PONTE VECCHIO, FLORENCE.

Plate 20

CONVENT CHURCH OF ST. FRANCIS, ASSISI

Began in 1298, two years after the saint's death, this church is built over the tomb of the beloved teacher, founder of a famous religious order, poet, and brother to all living things.







ITALY.

GRAND CANAL, VENICE.

Down this world-famous waterway what a feast of beauty greets you! On each side the palaces of the grandest architectural perfection. For as often as you will, you can always come on something fish

Internally there is a network of rail and bus services. The roads are good and the whole country is a paradise for the motorist, cyclist and hiker. Canoeing is magnificent, especially on the Danube and its various tributaries.

### Accommodation

The hotel industry, although not reaching the high level of efficiency found in neighbouring countries, is nevertheless of a reasonable standard and will prove perfectly adequate to the great majority of tourists. An added appeal is the cheerfulness of the service—a source of pleasing satisfaction. In addition to hotels, *gasthöfe* (inns) and private rooms (a feature of Austrian accommodation), there are all over the country excellent huts and refuges in the mountains, many of them offering the same facilities as country inns during the summer months. There are a number of youth hostels in the country, the Tyrol leading in this respect, but, as yet, they hardly suffice to offer lodging facilities on a walking tour. Camping is to be recommended.

### Seeing Austria

Every memory we have of Austria is enchanting. Whether you go there for winter sports, a walking or motoring tour, to bathe in one or other of its delightful lakes, to stay in some picturesque village in a remote valley, or to explore the artistic treasures of its ancient cities and towns, you can hardly go wrong.

At the present time the great majority of visitors must necessarily restrict their movements to the western zones, the most popular areas in this portion of the country being Vorarlberg, Tyrol (including East Tyrol), Carinthia, Salzburg, and the Salzkammergut—the "Salt Crown Lands"—which lies in Upper Austria, Styria and Salz-

burg. This latter area is a veritable Austrian "National Park," with lakes and mountains, ravines and waterfalls, giant caves, magnificent panoramas, and not least important, first-rate motor roads.

### **Vorarlberg**

This Federal province lies on Austria's western boundary, and through it all visitors by the Arlberg Express must pass. But it is also a province where you can enjoy a splendid holiday—a holiday to suit most outdoor tastes. Within its borders practically every type of Alpine scenery is to be found. Parts of the countryside resemble the Tyrol; in the higher regions one is reminded of Switzerland; then there are districts with well-wooded heights, like Styria and Carinthia; and in the flat Rhine Valley, adjoining the shores of the Bodensee (Lake Constance), there are smiling meadows and open plains, although rugged mountains are never far off.

Bold peaks and wide glacier fields which rise to some 10,000 feet in height will be found in the southern part of this province. It is a wonderful area for the rock-climber, the walker, the winter-sports enthusiast and, in the summer especially, for anyone wishing just a peaceful holiday amidst gorgeous Alpine scenery. Among the recommended resorts here, we would name: Bludenz (an excellent centre), Brand, Gargellen, Burserborg, Schruns, Gaschurn and Parthenon (a tiny but delightful spot).

Along the eastern border (with the Tyrol) are some fine mountain resorts: Zuers (winter sports only), Lech, Ober-Lech and Schrocken. And in the interior, amidst the Bregenz Mountains, is Beza, while further south are Damuls and Fontanella.

The climate naturally varies according to the height, being warmest in the area around Bregenz, a town

remarkable for the magnificent costumes worn by the women, their head-dresses, in particular, being of outstanding beauty. It is here, too, that an annual musical festival is held, with operas staged on floating rafts close to the shore. The production is first-class.

## **Tyrol**

No part of Austria is more popular with British visitors than this province, and with good reason, for it has a rich variety of attractions to offer, not least being its romantic fascination.

The rail (or road) journey alone through the Tyrol, from west to east, is a remarkable scenic experience. Great mountains rise on both sides of the Valley of the Inn, while at intervals long valleys scar their way, both south and north. In some of these valleys are charming resorts, reached sometimes by branch lines but more often by the regular services of post-buses.

In the southern portion of the Tyrol there must be literally dozens of mountain giants, the majority over 9,000 feet high and forming magnetic poles to many visitors. Here, then is our list of some favourite and recommended resorts in this area, running from west to east: Ischgl and Galtur (Plaznaun Valley); Oetz, Sölden, Ober-Gurgl and Vent (Oetz Valley); Igls, Gries am Inn, and Steinach (Wipp Valley), and nearby Gschnitz; Hintertux, Ginzling, Mayrhofen and Gerlos (in or near the Ziller Valley).

To the north, close to the German frontier, lies a lake district and some delightful resorts, including Ehrwald, Reutte, Berwang and tiny Haller. Near Ehrwald is the Zugspitze, whose summit (10,000 feet) can be reached by the highest mountain railway in Austria.

Then, in the east of Tyrol is Kitzbühel, one of the

country's most fashionable winter-sports resorts (made famous by the Duke of Windsor), but which is also a pleasant place during the summer months.

Innsbruck, the capital of the Tyrol, is a most fascinating town, full of historic and artistic interests, and beautifully situated. It makes an excellent centre from which other places in the Tyrol can be explored. Do not, when you are there, fail to visit the Volkskunstmuseum in which you will see, excellently displayed, many of the folk costumes and also typical rooms from Tyrolean homes, some of them dating back for centuries.

Situated on the main railway line running east are also the ancient towns of Solbad Hall, Schwaz, Rattenberg and Kufstein. In the Middle Ages they all had considerable importance as mining centres, resulting in the creation of some lovely churches and other buildings.

Tyrolese folk-songs, the yodellers and Schuplatter dances are famous the world over, while the colourful costumes and interesting customs offer further appeal. In fact, this province is a delightful one and you will enjoy it both in summer and winter.

## **Carinthia**

This province is famed for its warm-water lakes where you can bathe as early as late April and as late as October. The largest and most important of these lakes is the Woerthersee, its two best-known resorts being Velden and Pörschach. Here you can indulge in every kind of aquatic sport, including the thrilling water-ski-ing.

Second in size is the Millstättersee, with Millstatt as the principal resort. It is a matter of choice which of the two lakes mentioned you would prefer, for both can be strongly recommended.

Smaller, but in many ways even more lovely, are the three smaller lakes called Ossiachsee, Faakersee and Weissensee, at all of which you easily feel you are living right out of our present-day harassed world.

On its western border, Carinthia has to offer Austria's most imposing mountain, the Grossglockner with its huge Pasterz Glacier. Up in the heights, but easily reached by the remarkable Grossglockner road, is the Franz-Joseph Hotel, an excellent centre from which to go rock-climbing and enjoy mountain walks; while in the spring there is good ski-ing. In the neighbourhood is the world-famous place of pilgrimage, Heiligenblut.

No account of Carinthia, however short, would be complete without a mention of some of its artistic and historical monuments and treasures. These range from remarkable Roman excavations close to Klagenfurt (at Virunum) to Gurk Cathedral (containing a famous altar and much else of outstanding importance). Maria Saal Cathedral, the Castle at Hochosterwitz, the little, moated walled-town of Friesach, and the Castle Porcia at Spittal, are all outstanding delights for the interested visitor. In fact, we would claim that Carinthia is a tourist land of first-class appeal.

### **Salzburg (the Federal Province)**

You will never forget your first glimpse of Salzburg. It is like some fairy-book picture come true. The whole scene bursts upon you so surprisingly, and even repeated visits cannot pall one's delight and pleasure. It is a scene, too, which does not disappoint on closer acquaintance, for this ancient town ranks as one of the most hauntingly attractive in all Europe.

The world-famous Salzburg Musical Festival (still retaining its leadership despite much outside competition)

is the town's high-light for the year. To it come some of the world's greatest musical performers, and the performances take place in glorious environment, especially the morality play "Everyman," which is held in the open-air on a stage in front of the cathedral (rather badly damaged by a bomb, alas!).

Elsewhere in the province are Badgastein, Austria's most fashionable spa, and Zell am See, a particularly lovely lakeside resort very popular with visitors, and the point of departure for journeys along the Grossglockner road. Near Zell am See are the Krimml Falls, the finest in Austria and possibly in all Europe. Mention should be made also of the ice-caves known as the *Eisriesenwelt* above Werfen (just south of Salzburg), and the largest and finest in the world. There are at least 25 miles of ice-chambers and corridors already discovered.

### **The Salzkammergut**

Here is a most enchanting region—a paradise of mountains and lakes. It is quite impossible in a few lines to do justice to this charming holiday-land, and so we prefer simply to make mention of four of our favourite resorts: Hallstadt on the Hallstättersee, Trauenkirche on the Trauensee, and St. Wolfgang and St. Gilgen, both of which are on the Wolfgangsee.

Hallstadt is romantically situated on the grim, fjord-like Hallstättersee, and the village itself, almost squeezed into the lake, is a place of enchantment untouched by time. Its name became known to the world through the excavations which brought to light relics of the Bronze Age. Within easy reach are some remarkable salt and also ice-caves.

Trauensee is a dream of scenic beauty, and Trauenkirche perhaps the loveliest of all Austrian lake-villages. We

need hardly say more about this perfect spot—an ideal place simply “to invite one’s soul.”

St. Wolfgang is familiar the world over for its White Horse Inn, and also for the superb high-altar in its church. This village is a good centre for exploring the Wolfgangsee, one of the finest of the lakes in the Salzkammergut, although St. Gilgen, also of great charm and attraction, is perhaps a better centre for excursions to some of the other lakes.

As a centre from which to explore the Salzkammergut as a whole, Bad Ischl, a fashionable spa, is undoubtedly the best place; but we think it might be better to divide one’s time between St. Gilgen (for the northern area) and Bad Aussee (for the southern area).

### **Elsewhere in Austria (including Vienna)**

Upper Austria (outside of the Salzkammergut) and Styria are two federal provinces rather neglected by the average tourist, but both possess happy hunting-grounds for the discriminating. In both areas there are picturesque old cities with narrow valleys and leaning houses, and many fine churches. There are also a number of interesting monasteries, some of which date back to the Middle Ages.

In Upper Austria we simply record that Linz (the capital of the province), Mödling, Heiligenkreuz, Wels an der Traun and Enns (both old Roman cities), Braunau and Schärdigg, all repay a visit; while in Styria there is, first and foremost, Graz (the capital), Austria’s second city. It is surrounded by a lovely countryside, is an excellent centre for excursions and is itself of considerable romantic appeal. In fact, a holiday could well be spent in Graz for the purpose of exploring many nearby spots in one of the most delightful mountain districts in Europe.



Of Vienna, what can we say? Alas! it is a rather sad city today, especially for those with memories of the past. It still, however, offers a wide range of cultural and artistic interests, and for music it remains the leader in Europe.

### **Sports**

Mountaineering throughout the Eastern Alps. The Tyrol, Vorarlberg and around the Glossglockner are especially recommended.

Winter Sports can also be enjoyed in scores of resorts, the most fashionable being St. Anton, Kitzbühel, Zuers and Mallnitz.

Shooting in Styria and Carinthia (including the chamois). Canoeing on the Danube and its tributaries (the Inn and Salzach are first-class). Yachting on the Austrian lakes (Woerthersee, Trauensee and Achensee are especially recommended).

Fishing in most of the rivers and lakes.

Golf at Pertisau and Dellach.

Water-ski-ing on the larger lakes.

### **Special Interests**

Salzburg Musical Festival (August).

Musical Festival weeks in Vienna (June).

Annual musical Festival at Bregenz (operas are performed on a floating stage on Lake Constance, close to the shore).

Annual Tyrolean Band Festival (a marvellous display of local costumes).

Corpus Christi processions, including those on boats at Trauensee, Hallstättersee and Abersee.

Samson Procession at Tamsweg.

**Suggestions for unusual open-air holidays**

Wild-water canoeing through Carinthia on the River Drau; and on the River Enns in Upper Austria.

Lazing by the Weissensee in Carinthia.

Mountaineering on the glaciers of the Grossglockner Massif.

Seven-day walking-tour in the mountains, with Vent as the starting- and finishing-point.

Looking for eidelweiss.

**Gastronomical Specialities**

Wienerschnitzel (veal cutlets), also Pariserschnitzel. Kaiser-Schmarrel (pancake fritters). Apfelstrudel (apple sweet). All kinds of pastries. Slibowitz (plum spirit). Coffee "mit schlag" (with whipped cream).

**Guide-books, Maps and Information**

Grieben's Guide-books. Pre-war Baedeker. The best maps are those published by Freytag and Berndt. The 1:100,000 scale are obtainable in Britain, other scales locally. Information from the Austrian State Tourist Department; and local information offices.

**Climate and Season**

Generally warm and dry during the summer, crisp, dry and cold in the winter. There is a tendency, however, to have more rain than other countries in the Alpine chain. The Carinthian summer extends into early October. Spring is an especially lovely period in which to visit Austria, for then the countryside is a carpet of Alpine flowers.

**Language**

German (varying dialects). English is understood in the more popular resorts.

(ii)

**BELGIUM****Historical Sketch**

Cæsar commented on the bravery of the Belgæ, whose land, a buffer among the Great Powers, has always been the "cock-pit" of Western Europe.

The Vikings, by driving the inhabitants to seek shelter in the deserted Roman forts, may well be responsible for creating the urban outlook of the Flemings, who, in the Middle Ages, inhabited part of modern-day Belgium. The wealth of the Master Weavers in the great Flemish towns enabled them to influence the Count of Flanders and his overlord, the King of France. The wool trade, moreover, brought the Flemish into close alliance with England.

Later, by a marriage alliance, the Netherlands passed to the Hapsburgs. The Burghers opposed the crippling trade restrictions imposed by Philip II of Spain, but continuous wars sapped their energies.

Later, during the revolutionary period, France invaded the Netherlands, which then were attached to the Austrian crown. After the fall of Napoleon, the victorious powers wished to hem in France by strong surrounding states. Thus they added the southern Netherlands (equivalent to modern Belgium) to the Kingdom of Holland. This union of two diverse peoples was unpopular; fifteen years later, Belgium became a separate monarchy, the country's neutrality being guaranteed by the great European powers.

In 1914, Germany violated this neutrality and thus brought Britain into the First World War. A similar violation took place in 1940 when, cut off by the Germans, the Belgian army was forced to capitulate.

## General Survey

With seven-league boots you could cross Belgium in eight strides; while with a high-speed plane you could zoom from one frontier to another on its borders in a matter of minutes and hardly realize that you had been over the country. The longest straight-line stretch, indeed, within the country's borders is a mere 170 miles.

Covering an area of about 12,000 square miles (half as big again as Wales or equal to the area of Maryland), Belgium, with its eight and a half million population, is easily the most densely populated country in Europe. It is an intensely busy country, where the people work industriously and intelligently. At the same time they possess a great appreciation of the art of living. In Brussels, for instance, cooking is as fine as anywhere in the world.

The population is divided into two well-defined groups, the Flemings and the Walloons, the former generally residing to the north and west of Brussels, while the latter (French-speaking) occupy the remainder of the country. The country thus is officially bi-lingual. The English-speaking visitor will find no other European country where he is more readily understood.

Despite the population density, the leading place in Belgian economy is held by agriculture—livestock raising (including dairy and poultry farming), cereal crops, orchard and garden produce. Industrial production embraces the raw material industries, coal, textiles, etc. Her favoured position as the cross-roads of Europe and her possession of the Belgian Congo are the main factors (along with her hard-working, intelligent people) in the high standard of living which Belgium is able to maintain.

Belgium is a democratic monarchy. Legislative power is in the hands of a Parliament consisting of a Senate and a House of Representatives.

### **Transportation**

Ostend, the main port of entry from England, is reached in a few hours. Brussels, the capital, is linked with every part of Europe by air services. Internally, Belgium has the densest road and rail networks on the Continent. Included in the latter is a great mileage of light railways, sometimes running by the roadside, half tram and half train, so to speak. They link up all the outlying villages with the rail centres. The roads are excellent and many have special cycling paths. The cyclist and the hiker will probably find, however, that the Ardennes is the best part of the country for their special type of holiday. Canals and navigable rivers (on several of which canoeing is recommended) are an important means of transport, especially for goods.

Those wishing to travel about Belgium are recommended to enquire about 5 and 15-day season tickets (available summer months only) which, for a small sum, allow you to travel where, and as often, as you wish, over the whole Belgian Railway System.

### **Accommodation**

No European country has its hotel system better organized. There is accommodation to suit all purses. Because of this, and also owing to the country's close proximity to England, affording speedy access, Belgium is an ideal country for Britons who wish to minimize the time spent in travelling to their Continental resort.

There are a number of youth hostels. Camping is ideal in the Ardennes.

### **Seeing Belgium**

For so small a country, Belgium offers the traveller an extraordinarily wide range of interests. There is the Belgium of the seaside resorts which extend almost without a break along the whole of its 40-mile coast.

Here are to be found some of the finest bathing-beaches in Europe along with a lively Continental atmosphere. There is the Belgium of the historic cities and towns: Bruges and Ghent, for instance. There is the Belgium of the Battlefields, on which, through the centuries, many hundreds of thousands of British soldiers have fallen. There is the Belgium of the Ardennes, a miniature Switzerland, and the most picturesque part of the country from the scenic point of view. Lastly, there is the Belgium of that incomparably alluring capital city of Brussels.

The Belgian seaside resorts are lively and entertaining places and will appeal more to the holiday-maker, pure and simple, than to the traveller. Our own choice is Blankenberge or Le Zoute, but do not let this personal viewpoint deter you from trying any of the other places. There is not much to differentiate between any of them.

Let us take you first, then, to incomparable Bruges—that medieval city which has seen so much of warfare and yet has happily escaped any serious harm. If you can arrange to be there on the first Monday after May 2, you will witness the procession of the Holy Blood, the greatest Catholic pageant north of the Alps. The three-mile-long procession is heralded by a military band and banners emblazoned with the Lion of Flanders, eagle-taloned, with waspish waist and flaming tongue. Next comes a variety of scenes from the Old and New Testaments—picturesque and dramatic. The climax is reached with the passing of the shrine of the Holy Blood, borne by two bishops. Then, after the actors and the shrine, come the followers: members of religious orders, parish clergy, magistrates, knights of the Confraternity of the Holy Blood, all wearing costumes no less picturesque than those which had preceded. What most impresses the

spectator, however, is that the whole atmosphere is an act of worship and not merely a resurrected pageant of the past.

Bruges is a city in which to dream, to wander around in peace. There is its glorious carillon and its *beguinage*, the latter an idyllic spot, where in a secluded corner of the town are white-plastered homes surrounding a large green enclosure, and in them live a community of cloistered nuns who wear the characteristic dress of the *beguines*.

Ghent is another fascinating ancient city, with its lovely Quai des Herbes and other medieval buildings—but, somehow, we prefer Bruges; perhaps as much as any town in Europe. Next to Bruges, in our memories, comes little-known Lierre, lying a dozen miles north from Malines. With its slim belfry, its exquisite collegiate church, its Arcadian *beguinage*, and the bewildering meanderings of two little rivers, Lierre is a perfect miniature Flemish town. Its *beguinage* is accounted the most beautiful in Belgium, whilst in its Cornelius Tower there is one of the finest astronomical clocks in Europe.

Although most of the countryside is flat and uninteresting, Belgium has in its Ardennes a really delightful out-of-the-world district of great charm, especially for those who like walking excursions. Here are valleys, rivers, gorges, forests, moorlands, ancient castles, caves and wonderful scenery. A remarkable curiosity in the Ardennes are various underground grottoes, the Grottoes of Han being the most spectacular. Inside there are stalagmites and stalactites of extraordinary shapes and sizes. There are halls of huge dimensions, that of the Dome being 400 feet high, and the Mystery Hall is one profusion of incredible whiteness.

Dinant, Spa, Laroche and Bouillon are all recommended centres, the last-named being especially delightfully situated on the river Semois.

So we come to Brussels, as individual as any city in Europe, possessing a unique charm all its own, and just to stroll through its streets provides unending fascination. Surely, no other city in the Old World has so many tempting luxury shops: there are its side-walk cafés, many with music, to lure you into the charms of idleness. Even some (not all) of its night-life is less garish than usually encountered elsewhere. If the medieval punishment of exile was ever brought back and we chanced to be the victims, we feel sure that Brussels would rank high in the list of places in which we would seek sanctuary.

There are "sights" to be seen in Brussels, but if your holiday time is short it is best just to "happen" on them and not try to follow your guide-book too conscientiously. You can hardly miss, of course, the Grand' Place, one of the finest squares in Europe. Every building in it is medieval, the two finest being the Hôtel de Ville and the Maison du Roi. The other buildings are old guild houses, and if you should be fortunate enough to be in the square on a moonlit night, the silhouettes of the gables offer a miracle of beauty. Two unusual Belgian sights are its famous "Little Manniken" (with a varied wardrobe) and the Wiertz Gallery, which has an horrific collection of paintings, the work of a mad artist.

### **Sports**

Canoeing on the Scheldt and Meuse.

Boar-hunting in the Ardennes (St. Hubert is a good centre).

Angling in the Ardennes.



Pigeon shooting.

Cycle racing.

*Jeu de ball.*

Archery (in Flanders).

### **Special Interests**

Festival of the Holy Blood, Bruges.

Carnival Binche on Shrove Tuesday (Binche is near Charleroi). Some of the most remarkable folk-costumes in Europe can be seen at this town.

Ommegang festival at Brussels (July).

Musical festival at Brussels.

### **Suggestions for unusual open-air holidays**

Walking and Camping in the Ardennes.

Canoeing on the Meuse.

### **Gastronomical Specialities**

Carbonade flamande (stewed meat). Mussels. Ardennes trout. Meuse wine.

### **Guide-books, Maps and Information**

Blue Guide. Excellent maps are issued by Michelin and the Touring Club de Belgique.

Local information from the Bureau de Tourisme in Brussels. In London, apply to the office of the Belgian Marine, Railways and Tourism.

### **Climate and Season**

Climate is similar to England but is drier. From May to October is the best touring season.

### **Language**

French and Flemish. English is understood in all tourist resorts.

Held annually, in August, this is the world's oldest race meeting. It is confined to representatives of the city ward, four of these being chosen by lot to send a champion horse and jockey to compete. The course is round the ancient Piazza del Campo.





ITALY.

PANORAMA FROM MONTE SOLARO, CAPRI.

Called by many "the loveliest island in the world," Capri has the charm of natural beauty allied to the interest of historical associations. Its subtle witchery makes it a spot you will never forget.

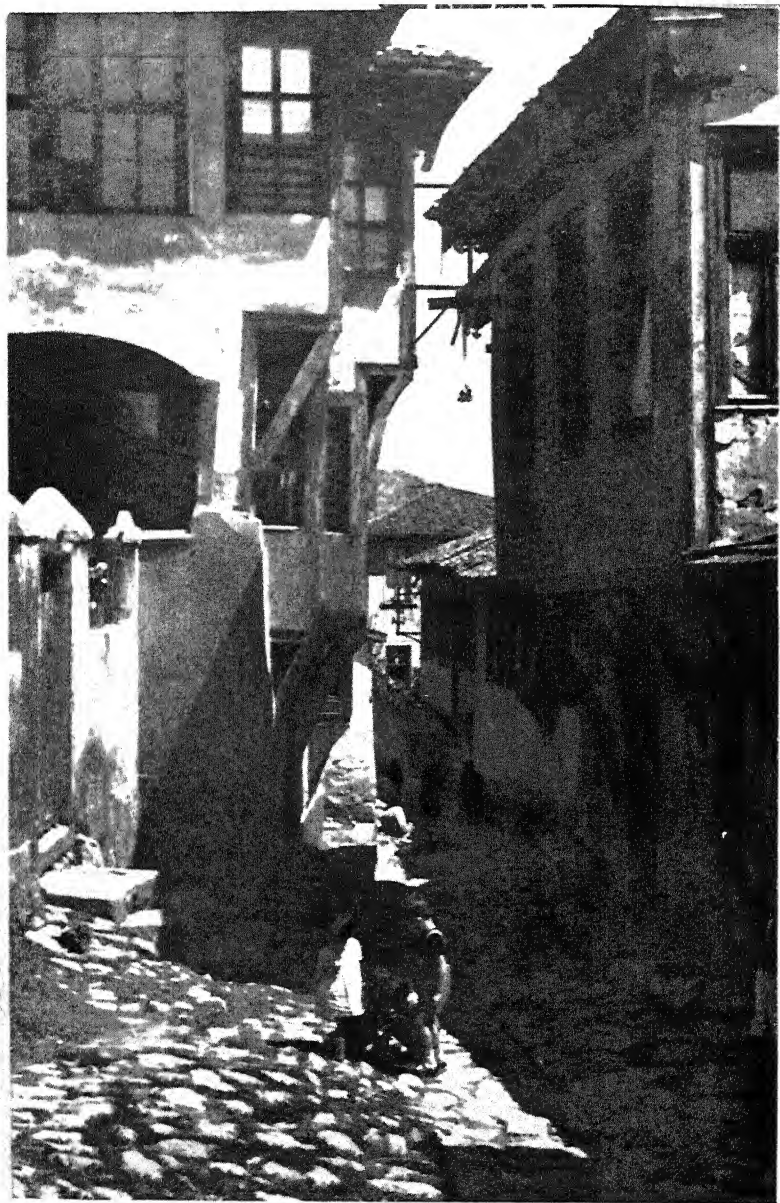
Plate 40

ITALY

CAPRI: PANORAMA FROM MONTE SOLARO.

Completely hewn out of the rock and standing on the summit of a hill, the beauty of the view from this ruin is beyond description. Below lies the purple-blue waters of the Mediterranean and the small bays of the coast. To the right is snow-capped Etna.





BULGARIA. OLD TURKISH HOUSES IN PLOVDIV (PHILLIPOPOLIS).

Plate 32

It was only in 1912 that the Turks were driven out of this southern part of Bulgaria, known as Rumelia, leaving behind many signs of their occupation. Many Turks still live here.

(iii)

**BRITISH ISLES****(including Eire)**

In two books already published\* detailed information and suggestions for holidays in Great Britain, Northern Ireland and Eire have been given. We do not propose, therefore, to reiterate what already has been supplied and is available. Rather do we intend to fill in some blanks which may be of assistance, more especially to visitors from the United States, Canada and other countries.

**Great Britain**

One of the chief difficulties confronting the newcomer to any country is how to obtain advice on what is best to see in a limited time. This difficulty is increased when a country has much to offer in the way of interests and sights. Great Britain is a very good example of this. Some people, of course, will have fixed ideas as to what they wish to see. There are others who simply become confused by the suggestions of their friends as to the "musts" of sightseeing. To help these people, therefore, we are offering a suggested itinerary covering Britain, bearing in mind the important fact that most visitors want to see places and have experiences which are unique to the country concerned. Lovely scenery, for instance, in itself is not unique. It naturally appeals to many British holiday-makers, but for the overseas visitor the desire is rather to seek out the "heart and soul" of the country.

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\* Your Holiday in Britain, by Gordon Cooper (Sampson Low).  
Your Holiday in Ireland, by Gordon Cooper and Ernest Welman (Alvin Redman).

Here, then, is an itinerary planned to start and end in London. It embraces a clear three weeks of sight-seeing, but it is not overloaded. Allowance has been made for the British Sunday.

Day	Base	Day's Plan
1.	LONDON.	<p><i>Morning</i>: Tour on foot of Westminster (Trafalgar Square, Whitehall, Houses of Parliament, Westminster Abbey, St. James's Park, Buckingham Palace, St. James's Palace, St. James's Street).</p> <p><i>Afternoon</i>: River trip down the Thames from Westminster Bridge to Greenwich. Visit Greenwich Hospital and National Maritime Museum.</p> <p><b>NOTE</b>: One of the best pocket-guides to London is William Kent's "London for Every-man." It also contains excellent maps. Armed with this you can use any evenings you have free in wandering around—a fascinating pastime. One or two of London's historic pubs could be visited. The "George" in Southwark, the "Prospect of Whitby" in Wapping, and the "Mitre" in Hatton Garden are our suggestions.</p>
2.	LONDON.	<p><i>Morning</i>: Trafalgar Square to Monument by bus. Visit the Tower and return on foot, visiting places of interest—Royal Exchange, St. Paul's, etc. Lunch at "Cheshire Cheese."</p> <p><i>Afternoon</i>: By train or bus to Hampton Court Palace. Journey one way by river-boat is pleasant.</p>
3.	LONDON.	<p><i>Morning</i>: On foot through Kensington Gardens to Victoria and Albert Museum. Visit Harrods. Browse in Piccadilly, Bond Street, etc.</p> <p><i>Afternoon</i>: By train to Sevenoaks. Visit <u>Knole</u>.</p>

Day	Base	Day's Plan
4.	LONDON.	<i>Morning:</i> Visit National Gallery and British Museum. <i>Afternoon:</i> Visit Kew Gardens.
5.	LONDON.	<i>All day:</i> Visit Canterbury. A suggestion is to take rail to Chilham, a perfect English village, and walk from there to Canterbury along the old "Pilgrims' Way."
6.	LONDON. (SUNDAY)	<i>Morning:</i> Visit Petticoat Lane Market at mid-day. <i>Afternoon:</i> Service in Westminster Abbey.
7.	HENLEY.	<i>Morning:</i> Train or bus to Windsor. Visit Windsor Castle and Eton College. <i>Afternoon:</i> Take river-boat to Henley, up the Thames.
8.	OXFORD.	<i>All day:</i> On river-boat to Oxford, reached about 7 p.m.
9.	OXFORD.	<i>All day:</i> Visit places of interest in Oxford.
10.	OXFORD.	Can be spent in further visiting Oxford or by a day-trip to Stratford-upon-Avon.
NOTE:		In place of Oxford itinerary, visit Cambridge. Include a trip to Ely Cathedral.
11.	MONMOUTH. (or Ross)	Train to Monmouth or Ross-on-Wye. Two good centres to see some of the finest English scenery, situated in historic country.
12.	MONMOUTH. (or Ross)	<i>Morning:</i> Walk along Wye to Symonds Yat. Return by bus. <i>Afternoon:</i> Bus or train to Tintern Abbey. (Perhaps the loveliest ruined abbey in England.)
13.	SHREWSBURY. (SUNDAY)	Bus to Shrewsbury, <i>via</i> Hereford, Ludlow and Stokesay. Visit all three, if possible.
14.	CHESTER.	<i>Morning:</i> Explore Shrewsbury. Leave for Chester. (Chester dates from Roman times; much of interest to see.) <i>Late afternoon:</i> Sightseeing in Chester.



- | Day | Base                      | Day's Plan   |
|-----|---------------------------|--|
| 15. | EDINBURGH.                | <i>All day:</i> Travel to Edinburgh.   |
| 16. | EDINBURGH.                | Sightseeing in Edinburgh.  |
| 17. | EDINBURGH.                | <i>All day:</i> Bus tour to the Scott country (the Borders).   |
| 18. | CALLENDER.                | <i>Morning:</i> Leave for Callender, a centre of the lovely Trossachs.<br><i>Afternoon:</i> A walk.                      |
| 19. | FORT WILLIAM.             | <i>Morning:</i> Train to Fort William.<br><i>Afternoon:</i> Bus trip to the Pass of Glencoe.                             |
| 20. | FORT WILLIAM.<br>(SUNDAY) | <i>All day:</i> Walk up Glen Nevis. (Strenuous day, but worth it, for here you see some of the finest Scottish scenery.) |
| 21. | ON THE TRAIN.             | <i>Morning:</i> By boat to Oban.<br><i>Afternoon:</i> Take train to London.  |

Plan given for 21st day can be changed to a bus trip from Fort William to Inverness through the heart of the Highlands, thence back to London.

A stop by either route should be made at York, if time permits.

## Ireland

Ireland is the only Celtic nation left in the world. It is a foreign country although the English have never realized it. A nation of poets and warriors and rebels. A nation sometimes so brilliant that the rest of the world stands in admiration. And sometimes so incredibly stubborn and thick-headed that the rest of the world shakes its head in dismay. No one understands the Irish, not even they themselves. They admit it.

But you never forget Ireland. It haunts you. The smell of the bog myrtle and the peat; the sight of the turf cuttings, dark chocolate scars against the hillsides, the little gleaming cottage windows against the blue mountains, the salmon rivers running briskly to the sea, the soft, persistent rains.

When you go to Ireland, do not worry too much about sightseeing in the accepted sense; rather become acquainted with the people themselves, especially out in the wilder parts of the country. At first you may think them utterly illogical in what they say and do. Then, gradually their genuine friendliness will win you over. They have little conception of the value of time. Their strong religious faith, their love of horseflesh and of good conversation and argument—but be careful about joining yourself in argument, particularly if it concerns politics—will convince you that the Irish are one of the few truly civilized peoples, for instinctively they appreciate the art of living.

If you are prepared to accept these perplexing paradoxes cheerfully, then we suggest you choose a holiday in Donegal, Connemara or Kerry. Each of these districts has magnificently wild and typically Irish scenery. There is good accommodation to be had, although it is usually booked up during the height of the summer season. A fishing rod is the ideal companion, for it prevents you from wanting to "do things," except absorb the environment, talk to any passer-by, and possibly catch fish.

Two final tips: travel to Ireland by air. It is much the best way. And make sure of your accommodation in Dublin, for its hotels are well patronized.

(iv)

## CZECHOSLOVAKIA

### Historical Sketch

The nucleus of modern Czechoslovakia was formerly the old kingdom of Bohemia which formed an extensive part of the line of Imperial defence against the invasion from Asia.

Later, the heresy of John Huss brought Bohemia into conflict with the Empire. At the Reformation the country became Protestant and Bohemia's refusal to accept a Catholic and Imperial candidate for her throne was the immediate cause of the Thirty Years War. This conflict ravaged Bohemia to such an extent that she ceased to exist politically, only re-appearing in 1918 as part of the Republic of Czechoslovakia.

The new republic, however, included minorities of other races besides the Czechs, so unity was difficult. Hitler's annexation of Austria, moreover, exposed the western flank of Czechoslovakia to attack. Germany was able, therefore, to enforce her demand for the Sudeten Germans. Other minorities also became detached, and the country's boundaries became untenable. Germany then took over the country, and the Czech Government fled into exile. At the end of the war she regained her independence. She is now a Communist State.

### Brief Survey

The Czechoslovakian Republic sprawls lizard-like across the map of Central Europe. Eleven million people occupy an area about the size of England. Landlocked, its extreme length is 600 miles, its width varying from 50 to 100 miles. The country has much to attract the holiday-maker.

Its capital, Prague, is one of the loveliest cities in Europe, with a wealth of historical interest blended with a high degree of modern achievement. The cultural and industrial life of this hospitable and essentially civilized nation is on a very high level.

There are world-famous spas to visit. Amidst fine forests, mountains and valleys a world of folk-lore and quaint customs still lingers. The folk-music is especially rich in songs and dances. Many of the social services are on a high plane of achievement. The country's fertile soil provides for a prosperous farming community, and its industries make Czechoslovakia one of the most enterprising in Europe. For china and glassware, textiles and furniture, footwear and beer, the Czechoslovaks have a world reputation. The famous Skoda works is one of the largest engineering plants in Europe.

### **Transportation**

By far the simplest and quickest method of reaching Prague from London is by air (taking only four hours). The best train route is *via* Ostend, Brussels and Nuremberg to Prague, but there are also through-coaches from Paris and Amsterdam.

In Czechoslovakia there is a network of railways. The roads are good. Both motoring and cycling are recommended. Touring by boat or canoe over the country's many waterways is not only a peaceful but entrancing way of seeing the country. Walking in certain parts is ideal. The Czechoslovak Tourist Club has marked out over 60,000 miles of road and footpath.

### **Accommodation**

In all the main tourist centres excellent hotel accommodation can be obtained. Even off the beaten track the

inns are good and adequate. There are a large number of youth hostels, mainly in Bohemia. There are mountain hotels, many being run by the Tourist Club. In Slovakia there are a large number of organized camping sites.

### **Seeing Czechoslovakia**

Prague is one of the truly fascinating capitals of Europe, and it escaped serious war damage. The city is built on seven hills, and for a lover of beauty there are many half-forgotten corners which still retain their medieval atmosphere despite the roaring life of the modern city passing close at hand. The most famous view of Prague is that of Hradčany, the castle hill, together with the famous 600-year-old Charles Bridge. Running through the city is the River Vltava.

Adjoining the Castle is the Cathedral of St. Vitus. From here you walk through old streets, or down Golden Lane where, 300 years ago, scientists from all over Europe were forced to labour seeking the philosopher's stone.

In the Castle itself is the Vladislav Hall, which has seen a thousand years of history. What strikes the visitor forcibly are the many and varied architectural styles brought about by architects from other countries. There is much Baroque, for instance, a fairy-tale in stone.

Prague is essentially a city for the pedestrian wanderer. Its charm lies not so much in its formal sights (interesting though they are) as in its medieval scenes, which can only be appreciated by the loiterer.

Within easy reach of Prague there are many historic places worth visiting. At Karlštejn is one of the country's most historic castles. At Lány is the château, a summer home for the President, in which Masaryk died. It is a place of pilgrimage for the Czechs, and the former

President's bedroom is preserved exactly as he occupied it up to the last, even the books he was reading are still there. Masaryk, "The Father of the Czech People," is buried in a nearby simple village cemetery. Not far away is Lidice, whose total destruction was one of the most horrible acts perpetrated by the Nazis during the war. Another terrible reminder of Czech martyrdom is to be found at the fortress of Terezín, 40 miles north of Prague, where 39,000 Jews alone are buried. Kutná Hora and Tábor are other towns of considerable historic interest and charm.

Perhaps Czechoslovakia is best known for its spas, which are world-famous. The best known lie in Bohemia and include Mariánské Lázně (Marienbad) and Karlovy Vary (Carlsbad). They are garden cities located in the most lovely surroundings.

From a scenic point of view we know few parts of Europe which can excel such places as the Tatra Mountains, which form the northern frontier with Poland. The great mountains, crowned with rugged peaks, rise to 9,000 feet against a cloudless blue sky. The deep green of the forests and the magnificent views across the valley are unforgettable. The highest resort is Štrbské Pleso, but there are many other places where one can live comfortably.

Should you wish to leave the beaten track, pay a visit to Slovenský Ráj, in the far east of Slovakia, near Košice. Accommodation may be simple, but the magnificence of the scenery and the hospitality of the people will fully repay the adventurous. It is in these more distant parts that the most interesting folk costumes and customs can be seen. They are among the best in Europe.

Czechoslovakia is particularly rich in underground caverns. The most famous of these caves, once the home of prehistoric man, are the Grottoes, near Blansko, 12 miles north of Brno. To explore fully all their natural wonders would take two or three days, but even the shortest visit is worth while. At Blansko you can see the "Grotto of Catherine" with its Great Hall, over 300 feet long, 130 feet wide and 65 feet high. The "Abyss of Macocha" is the largest in Europe, nearly 600 feet deep. Slovakia also has many remarkable grottoes. Dobšina is particularly interesting with its "Great Hall," containing over 120,000 tons of ice, really a vast subterranean glacier ending in a moraine more than 60 feet high. A trip to Czechoslovakia's grottoes is an unforgettable experience.

### **Sports**

**Mountaineering in the High Tatras.**

**Winter Sports in the Giant Mountains and in the High Tatras.**

**Fishing in the streams of the Tatras and in the Rožmberk Lake, near Tábor.**

**Shooting in Bohemia and Moravia.** In the mountains of Slovakia chamois and mountain-goats are found.

### **Special Interests**

**Musical festivals in Prague.**

**Sokol festivals (every sixth year).**

**Former Bata works at Gottwaldov, Zlín.**

**Píseň (Pilsen)—the home of the famous beer.**

**Folk costumes in S. Moravia and Slovakia (Detva, Čicmany, and Vajnory recommended).** You must go, of course, on a Sunday or Feast-day. Luhačovice in Moravia is a further recommendation.

**Suggestions for unusual open-air holidays**

Canoeing on the Rivers Vltava and Lužnice.

Walking tour in the Beskydy Mountains.

Camping in the High and Lower Tatras.

**Gastronomical Specialities**

Prague smoked ham. Koláče (pastry filled with jam or poppy seed). Goose. Klobásy (smoked pork sausage). Pilsener Beer. Slivovice. Pezinok red wine.

**Guide-books, Maps and Information**

Cedok, the official tourist information office, is the best source for guide-books and maps.

The Czechoslovak Touring Club is another recommended source of information.

**Climate and Season**

The climate is equable. The spring and autumn are the best times to visit the country, but throughout the summer it is never excessively hot in the mountains.

**Language**

Czech and Slovak are the official languages. English and French are understood in some tourist centres.

(v)

**DENMARK****Historical Sketch**

The Danes, with a coastline stretching round Jutland and three large islands, are a seafaring race. In the 7th century they sought new lands across the sea, besides



raiding ruthlessly the coasts of Europe. In the 11th century the Christian king, Canute, established a great Northern Empire, which embraced Denmark, England and Norway.

This empire proved ephemeral, but in the 15th century Norway, Denmark and Sweden were re-united. Later, the Swedes freed themselves by a successful revolt, becoming Denmark's rival for Baltic power, though in the late 17th century both had to give place to Russia.

Being a trading nation, Denmark resented the British coastal blockade in the Napoleonic Wars. As a result of her French sympathies she lost Norway in 1818. During the 19th century, however, Danish relations with Britain became strengthened. In 1864 she lost, by war, the southern province of Slesvig to Germany. Part of this was returned after the 1914-1918 war as a result of the Allied victory.

Denmark was invaded in 1940 by the Germans and occupied throughout the war. Although never officially at war with Germany, 5,000 Danish sailors and the greater part of the mercantile marine sailed under the British flag. Thousands of Danes also fought in the Allied forces; and the Danish underground movement was described by Field-Marshal Montgomery as being second to none.

### **Brief Survey**

Denmark may not be able to offer visitors outstanding "sights," but she does provide the picture of a population that understands and maintains the art of intelligent and cheerful living. It is a land of quiet pleasures and, above all, a land of co-operation, whose people are highly civilized. Here, in Europe's oldest kingdom, there is much to learn and enjoy.

It is a small country—about twice the size of Wales or New Jersey—with a population of four millions, a quarter of whom live in Copenhagen, the capital. Most of Denmark's soil is productive, the unproductive areas being moorland and sand-dunes, found mostly along the west coast of Jutland. The Peninsula of Jutland, attached to the continent of Europe, occupies three-quarters of Denmark's total area. Off the long Danish coastline lie 500 islands, about 100 of which are inhabited. Zealand and Funen are the two most important islands, but mention must be made of Bornholm, lying 120 miles distant, off the south-east coast of Sweden.

Of natural resources, Denmark has only her soil and the sea. The rise of the country's intensive farming is without parallel, owing much to its far-famed co-operative system. The Danish High School is another significant and distinctive contribution to her educational standards and the democratic way of life.

Denmark is a democratic monarchy. Legislative authority is vested jointly in the Crown and Parliament, the latter consisting of an Upper and a Lower House.

## **Transportation**

By sea route Denmark is best reached from Britain *via* Harwich—Esbjerg. There are other sea and train routes, including a through service from the Hook, and regular sailings between Newcastle-on-Tyne and Copenhagen. Internally, the Danish State Railways maintain excellent services, using diesel-electric trains. Train-ferries carry whole trains where needed. Copenhagen is an important European air centre. There are also certain air services locally. Coastal steamers serve her many ports.

The roads of Denmark are first-class, many having special paths for the use of cyclists. There is a network of bus services, and some tours starting from Copenhagen cover the main points of interest in the country. Much of the country is too flat to be interesting to walkers, but there are pleasant woodland and coastal walks in North Zealand and there is a coastal path encircling much of Bornholm. Canoeing is pleasant on the lakes and waterways of the Silkeborg district of Jutland. Denmark is a yachtsman's paradise; Skive on the Limfjord and Svendborg in Funen being recommended centres.

### **Accommodation**

There is the usual range of hotels and pensions. A feature of Danish life are the holiday camps and centres organized by the Dansk Folke-Ferie. In the camps, bungalows can be rented weekly at reasonable charges. In addition, the camps have restaurant service, public rooms and shopping facilities. This organization also arranges holidays on farms, besides other interesting schemes well worth investigating. There are many organized camping sites, and a large number of youth hostels of excellent quality.

### **Seeing Denmark**

Esbjerg, the usual port of arrival by sea, is uninteresting, but on the nearby island of Fanø, with its fine bathing beaches, are two quaint villages, where national costumes may still be seen occasionally. Twenty miles south of Esbjerg is Ribe, which, with its narrow streets and steep-roofed timbered houses, has an Elizabethan atmosphere. There is also an ancient cathedral. Tønder, 30 miles south of Ribe, is famed for its lace. East of Tønder, on the island of Als, is Sønderborg, a holiday resort, but interesting especially to geologists for the cliff

formation at Stensigmosse, which dates back to the Ice Age.

North again, on the east coast of Jutland, is Vejle, a picturesque town in a lovely setting at the head of a fine inlet. Nearby is the magnificent beech forest of Munkebjerg. Forty miles north-east of Vejle is Aarhus, Denmark's second biggest city and capital of Jutland. Apart from its fine setting, quaint streets and an interesting cathedral, the town's great attraction is *Den Gamle By*, meaning "The Old Town." This open-air museum is a careful reconstruction of a 16th-century Danish town. For those interested in prehistoric remains there is a stone circle at Knebel. Further on is Æbeltoft, the "toy town," some of whose old sea walls, made of seaweed, still stand.

Not far from Aarhus are the lovely Silkeborg Lakes (excellent fishing, sailing, canoeing, bathing). North of Silkeborg is Viborg, with its old, half-timbered houses and a fine cathedral. Then, in the north of Jutland, is Aalborg, a picturesque old town on the Limfjord. You should take the opportunity while in Jutland of getting in touch with the Folk High School Movement, the Danish Heath Society, and the farmers' co-operative organizations. They are all models of their kind.

Leaving Jutland, you cross over to Funen, which, although it is the second largest island in Denmark, measures only 80 miles across. It is an undulating land, with varied coastal scenery, a serene and rich countryside, having many castles, manor houses and medieval buildings. There are moats and parks and lovely gardens. You will find also several pleasant seaside towns, and there is Odense, third largest city in Denmark, which was the birthplace of Hans Christian Andersen.

A train ferry takes you from Nyborg to Zealand. On the road to Copenhagen you pass Sorø, where the country's premier public school stands in a gem-like setting; and Roskilde, former seat of Danish kings, with its magnificent cathedral where most of the country's kings lie buried.

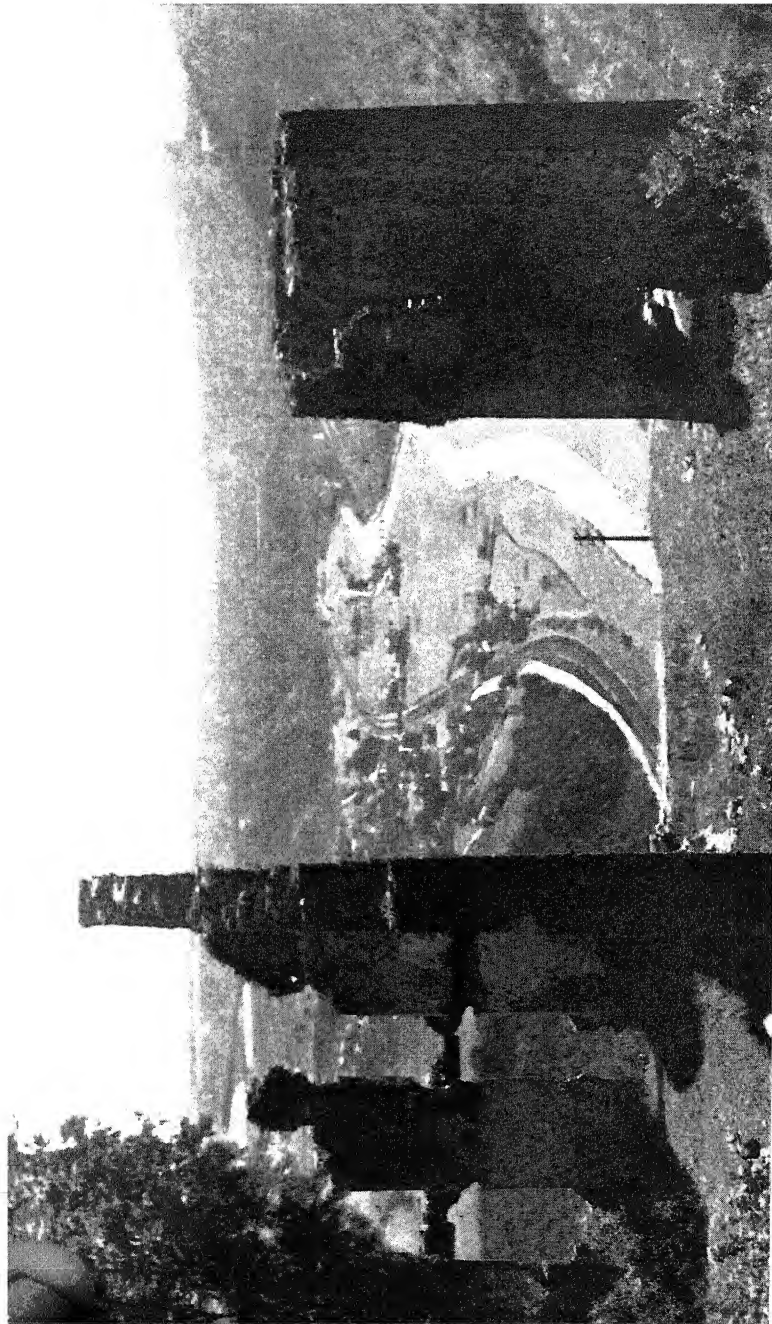
Copenhagen is a fascinating city, and it seems to hold a record for cycling population. Among the outstanding public collections are the National Museum and the Carlsberg Art Gallery. For those who like seeing beer brewed, there are facilities at the famous Carlsberg Breweries, which lie in a fine park. Of their kind they are unique, for under their founder's will all profits made must be used for cultural purposes. You will surely wish to see the charming statue of the "Little Mermaid" overlooking the harbour.

No mention of Copenhagen would be complete without reference to its famous "Tivoli." We might call it a unique amusement park, but there is nothing "cheap" about it as far as the quality of its entertainments are concerned. Situated in the heart of the city, it provides the ideal evening's entertainment for young and old. During the summer the very best concerts are given. There are other first-class cafés in Copenhagen, some of which provide cabaret shows of a standard equal to anywhere else in Europe. A great deal of the charm of the Danish capital lies in the fact that you can thoroughly enjoy yourself at a reasonable cost. How many other cities can make this claim justifiably?

There is no need here to detail further the varied interests of Copenhagen, for the visitor will find at the office of the Danish Travel Association (Personal Information Dept.) answers to all his questions however difficult they may be. We recommend this office as being one of the most helpful in Europe.

This shows the fortifications which played such an important part in the city's history. They consist mainly of endless galleries in the heart of the rocky cliffs, pierced at intervals with openings.





LUXEMBOURG.

VIEW FROM BOURSCHIED CASTLE.

Below is the River Sure, which forms part of the southern boundary of the State. It is a charming countryside, with its picturesque villages, softly undulating woods and stream-embroidered meadow lands.



NORWAY.

BRIXDAL GLACIER AND THE NORDEFJORD.

Plate 35

Western Norway is pierced by many fjords. Viking fleets in the long-distant past carried the word "fjord" far and wide. In Great Britain and Ireland they left their mark in such names as Wexford, Waterford.





NORWAY.

VIEW FROM JÖLSTER, WESTERN NORWAY. With her rugged uplands and bare mountains, numerous lakes, rivers, and fjords, Norway offers but little opportunity for agriculture. Most of the arable soil lies in narrow strips along the rivers and fjords.

Outside Copenhagen are several places of interest. The Museum of National History in Frederiksborg Castle is well worth a visit. Further north is Kronborg Castle, Elsinore, famous as the setting chosen for Hamlet's home. Performances of Shakespeare's play are given yearly in the courtyard, by visiting companies, often in English. An attractive day-tour from Copenhagen can be made to the island of Møn, famous for its cliff scenery and picturesque interior.

Bornholm, far out in the Baltic, is reached by day or night steamer in about eight hours. It is a paradise-island, having great interest for geologists (rock formations of the oldest primeval period), bird-lovers (especially in the late spring when the nightingales are there), and archæologists (four out of Denmark's seven round churches are situated on this island). Artists will love Bornholm. So will those who want to walk or even laze. Christiansø, a tiny rocky island, reached by small mail-boat in two hours from Sandvig (Bornholm), is about the most secluded spot in Denmark, and a perfect place for the "escapist."

## Sports

Yachting is pre-eminent, and there are excellent facilities in many places. Isefjord is perhaps the best. The Royal Yacht Club will supply information.

Fishing is good, especially sea-fishing. The thrilling sport of tunny fishing can be enjoyed near Sjællands Odde (N. Zealand), and the Anglers' Association is the body with which to get in touch.

## Special Interests

Viking remains, Funen.

Hamlet Festival at Elsinore.

Open-air performances at Klampenborg.

Royal Porcelain Factory, Copenhagen.

Georg Jensen's silver workshops, Copenhagen.

Danish Holiday Courses for Foreign Students (including lectures, sightseeing, etc.). Held in August. Particulars from Anglo-Danish Students' Bureau.

### **Suggestions for unusual open-air holidays**

Canoeing in Lake District of Jutland.

Cycling round coast of Jutland from Esbjerg to Aarhus, boat to Zealand, and then on to Copenhagen.

Hiking in Bornholm.

Camping in Christiansø.

### **Gastronomical Specialities**

Smorrebrod. Danish fish dishes. Danish Cold Table. Akvavit (snaps). Danish beer.

### **Guide-books, Maps and Information**

Consult the Danish Travel Association.

Good maps are published by the Geodætisk Institut on various scales.

### **Climate and Season**

Very similar to Britain, but drier and the summer nights are warmer. May to September is the best time for a visit.

### **Language**

Danish. English is the second language of the country.

(17)

## FINLAND

### Historical Sketch

When, in prehistoric times, the Finns, a blue-eyed, fair-haired people, came from their original home, which may have been in the Ural Mountains, to the region that is now Finland and which they, themselves, call "Suomi," they found it a wilderness of primeval forest, rich in game, chequered with lakes teeming with fish. Gradually they cleared enough land to provide sustenance for a settled population, and the foundations of modern Finland were laid.

In the 12th century, Finland was converted to Christianity by Swedish crusaders and became part of the Swedish Empire. Thereafter, for seven centuries, Finns fought in the wars waged by this empire. The last of these wars ended with the transfer of Finland to Russian suzerainty in 1809 as an autonomous Grand Duchy. Though subdued, the tenacity of the Finns preserved them from being assimilated by Russia, and the Declaration of Independence of 1917 was merely the severance of a relationship that had never been more than superficial. In 1919 the republic was fully constituted.

During the Second Great War, Finland twice had to fight against her great neighbour, Russia. In both cases she was overcome, suffering material damage and incurred losses of territory and financial reparations. She retains, however, her political, social and economic independence.

### General Survey

Tucked away in its corner of Northern Europe, next to Norway and Sweden, bounded on the east by Russia,

Finland is about the size of Great Britain and Eire, or half the area of Texas. The population of this vast land is 4,000,000, of whom 400,000 live in Helsinki, the capital. Large areas of the country are covered by vast forests, and in the southern half there are tens of thousands of lakes.

Despite the geographical isolation, Finland is a country with a keen modern spirit, evident in her social services and educational institutions. Industrially, the export of timber products takes premier place. In music and architecture she occupies a leading place, and the whole world knows of her outstanding successes in the Olympic Games. It is fitting, therefore, that the 1952 Games are being held in Helsinki.

Finland has a President who is chosen for a term of six years by an Electoral College of 300 named by direct vote: he appoints the Cabinet. There is a single legislative chamber, the Diet.

### Transportation

There are direct boat services on the routes Hull-Helsinki and London-Helsinki—the latter by Finnish steamer. Speedier and more frequent sea links are from Copenhagen and Stockholm. By air, the most direct route is *via* Amsterdam. A magnificent scenic panorama rewards the traveller by air, apart from the tremendous saving in time. You can also travel by train from Esbjerg, in Denmark, through Sweden to Helsinki, changing trains at the Finnish border owing to difference of railway gauge. This, however, is a tiresome journey.

There is a network of internal train and air services, but, except on the main lines, train travel is delightfully slow. Steamer traffic is maintained along the coast and on many inland waters. There are some interesting long-distance

bus services. Canoeing is feasible in many parts of southern Finland. Conditions are also quite suitable for motoring, cycling or hiking.

### **Accommodation**

The hotel position in Finland has now regained its fine, pre-war standards, but prior reservations are advisable at some of the bigger centres. The food position, also is satisfactory. There are a number of youth hostels. Camping is feasible.

### **Seeing Finland**

Helsinki is a delightful city to visit. It is thoroughly modern, has an interesting café life, and the architecture of many of its buildings, its statues and lovely parks, will fascinate you. Architecturally, the railway station and the Diet are outstanding. Well worth seeing are the National Museum and the Athæneum (art gallery), while in the immediate vicinity of the city is the Seurarsaari open-air museum illustrating Finnish life in olden times—comparable to the other Scandinavian museums of Skansen (Stockholm) and Bydgöy (Oslo).

In the capital, the Finnish steam-bath, the *sauna*, can be enjoyed under luxurious conditions, along with the unusual experience (similar to Sweden) of being vigorously massaged by sturdy "scrub-ladies." After you have been pounded and prodded all over, given a cold shower and then slapped down with a bundle of birch-twigs, you emerge finally in a state of wonderful exhilaration. Even in the countryside the visitor need not be afraid to venture into the smoke-darkened sauna-huts; though they may look black, no bathroom could be more hygienic, for the heating process kills all germs.

Unfortunately, the post-war tourist can no longer visit the ancient city of Viborg or make the journey along the Great Arctic Highway to the Petsamo district (both now being under Russian occupation); nor is the thrilling Oulu rapid-shooting possible. The Saimaa lake district, however, with its many popular sights, can still be visited and provides an excellent picture of southern Finland. Two new highways have also been constructed, which link up with the Norwegian road system; of these, one in the northwest, passing through the three-frontiers point of Sweden, Finland and Norway at Lake Kilpisjärvi, takes travellers down to Skibotn on the shores of the Arctic Ocean in Norway. The second highway in the north runs from Utsjoki through Kangasniemi to Hammerfest, Norway, the northernmost city of the world. These two highways open a new and charming inter-Scandinavian route to the remotest parts of Fenno-Scandia.

In western Finland, mention should be made of Tampere, the country's leading manufacturing centre. Its Church of St. John has some remarkable and unusual frescoes. Turku, which lies in a delightful setting, stirs the imagination with its 13th-century cathedral and historic castle.

There are a number of seaside resorts with excellent bathing. Pori, Hango and Naantali are recommended.

### **Sports**

Finland is an ideal country for game fishing. The rivers and lakes of Lapland, in particular, abound in game fish such as salmon, sea-trout, lavaret, and grayling. The best fishing season is from the beginning of June to the end of August. Licences are inexpensive. Detailed information from the Finnish Tourist Association.

Finland can also be recommended for winter sports, particularly ski-ing. Cross-country ski-ing and ski-jumping in South and Central Finland and excellent down-hill ski-ing in Lapland are recommended. Good accommodation in winter sports centres.

### **Special Interests**

Foreign students wishing to join Finnish summer schools should contact Suomen Ylioppilaskuntien Liito, Helsinki.

The theatre in Finland.

Sports festivals.

### **Suggestions for unusual open-air holidays**

Visit to Mariehamn ("the last home of the wind-jammers") and the Åland Islands.

"Escapism" around Punkaharju; also in the Vallgrund Islands.

Canoeing in the Finnish Archipelago, and on Finnish lakes and rivers.

Hiking in Finnish Lapland.

### **Guide-books, Maps and Information**

Available in Helsinki's magnificent bookshops. Enquire also from the Finnish Tourist Association (in Finland) or the Finnish Legation, Consular Department.

### **Climate and Season**

Winter is exhilarating. For the ordinary visitor it is the northern summer, from the beginning of June, sunny but inclined to be cool, through hot July to the beginning of September, which is the best season.

### **Language**

There are two official languages, Finnish (spoken by 90 per cent. of the population) and Swedish. English is understood in the larger centres.



*(vii)***FRANCE****Historical Sketch**

After the collapse of Rome, the Franks established themselves in the province of Gaul, and, accepting Christianity, became the protectors of the Papacy and a defence against Islam.

The revived medieval Empire was Frankish in inception, but the western state soon separated itself from the Teutonic north and remained a Frankish kingdom, Latin in origin, with its name abbreviated to France.

Weakened by feudal lords and Viking raids, the latter resulted in the establishment of the Normans in Northern France. Following the Norman Conquest of England, hostility between the two countries came from the continued rule of much French soil by non-resident nobles who were based across the Channel.

This territorial rivalry, together with trade disputes, brought on the Hundred Years' War between England and France, which, with its invasions, together with internal feuds, racked France till the time of her deliverance by Joan of Arc.

In the 15th century the French crown became powerful, to be weakened, however, by weak kings and by civil war between Catholics and Protestants. It was Henry IV who finally helped to restore French strength and prestige.

For part of the 17th century, France dominated Europe. Louis XIV built up the power and splendour of the monarchy, while trade and wealth developed and a colonial empire was born. Opposition to France's eastern European expansion came from William, Prince of Orange, who, on ascending the throne of England,

revived the conflict between the two countries. Ultimately, England succeeded in curbing and reducing French power.

Towards the end of the 18th century the defects of an absolute monarchical rule brought about the French Revolution. The violence of this Reign of Terror was followed by the despotism of Napoleon. Europe successfully opposed his efforts to dominate the whole continent. After his downfall, many of the victors tried to stem the development of democracy in Western Europe. In France, however, as in other countries, Liberalism was now firmly rooted. Despite spells of reactionary rule under a monarchy, France finally succeeded, following the Franco-Prussian War, in reverting permanently to republicanism.

French and German hostility came to a head in the First World War, as a result of which France regained her pre-eminence. Internal strife left her unprepared, however, for the renewed German attack in 1940. Surrender followed, but many French people fought on in various ways. Immediately after the war the country faced political and economic disturbances, but conditions since then have been more stable and rapid recovery has taken place.

## **General Survey**

France is one of the best of all European countries for the traveller and holiday-maker. Its scenic wonders, its historical remains, its art treasures of every kind, its climate and the way of life of its peoples give it a unique character and appeal.

France is the second largest country in Europe. Covering an area of 210,000 square miles (four times the size of England and twice that of Colorado), the

population numbers 40,000,000. Within the boundaries of France are striking variations of scenery. The people, too, are of diverse types, with local characteristics but intensely loyal to their country. Both in culture and the art of living, the French people have attained the highest standards of civilization. They are full of intelligent animation, which makes them interesting to the visitor.

The French have a tradition of hospitality. It is a country where people cook and eat not merely because they are hungry, but because they regard the cooking and eating of epicurean dishes as a science and an art. To savour this life properly you, too, must regard your mid-day meal as a rite which must not be hurried. Then there is the café life of France—one of the greatest of life's "minor pleasures." Seated on a side-walk one can make a glass of wine (or poorish beer, coffee, *jus de fruit*) last an hour or two and the waiter will not think it strange. Aperitifs are popular—Cap Corse, Byrrh, Dubonnet, Picon and Pernod being the best-known. As you sit in contentment at your café table you can contrast the dress-taste of every Frenchwoman with the appalling inelegance of French male garments.

France remains to a large extent an agricultural country. She is the world's leading producer of good wines, and her cheeses are famous. Industrially she is highly developed, chief among her manufactures being chemicals, silk and cotton textiles, perfumes and iron products. Her motor-cars, porcelain, and women's dresses all bear their own unique stamp. The country is rich in minerals, including large coal deposits. Hydro-electric water-power is also extensively used, and further large schemes are being developed.

The republic has a president, but legislative power is in the hands of two Chambers.

## Transportation

Access to France from Britain is gained not only by speedy air services but by many cross-Channel routes: Dover-Calais, Folkestone-Calais, Dover-Dunkirk (night ferry, with sleeping-cars right through from London to Paris), Newhaven-Dieppe, Southampton-Havre. During the summer months only there are also services between Folkestone-Boulogne, Southampton-Cherbourg and Southampton-St. Malo (useful for visitors to Brittany). The French railways form an integral part of the European network and trains run from or through France to most Continental countries.

Internally the train service is excellent, and there are several main-line expresses which average 60 m.p.h. Many of the lines are now electrified. While second-class is most comfortable, even the upholstered third-class is recommended. We travel often this way ourselves, for it enables one to mix with the people and the journeys are consequently more interesting.

Seats on *all* trains can be reserved in advance (at the *Locations* office to be found in every station), the charge being small. For night journeys, reservations are essential and they should be made a week in advance. On certain night trains there are first- and second-class sleeping-cars and *couchettes*. "Chaix" is the monthly timetable. There is no reduction for return tickets, but a break of journey is allowed with all tickets.

There is a network of bus services, but the only regular long-distance services are those between Paris and Nice, and Paris and Biarritz. The *Société Nationale des Chemins de Fer Français* (abbreviated to S.N.C.F.) run a number of very interesting coach tours during the summer months, amongst recommended ones being circuits of Normandy

and Brittany, along the *Route des Pyrénées* and along the *Route des Alpes*. There is also a lovely, regular service between Marseilles and Nice, taking one day. For further information on these excursions you should apply to the France Tourisme Services Office. Details of many local services can, however, be usually discovered only on the spot. The local information office (*Syndicat d'Initiative*) can help you in this matter.

There are a number of internal air services in France, most of them radiating from Paris. The walker, cyclist, canoeist and motorist will all find splendid opportunities in France.

The journey to Corsica can be made by steamer from Marseilles or Nice, but during the summer months early reservation is essential. The operating company is the *Compagnie Générale Transatlantique* (with offices in Paris, London, New York, etc.). In Corsica there are railways (slow) linking the main centres. Bus travel is preferable. The island is ideal for walking, and good for cycling.

### **Accommodation**

There are hotels of every grade and price in France. The French National Tourist Offices in the big cities abroad have lists of hotels, classified according to their standard, and they can advise you. The travel agents, too, are useful in this respect. Whether you book in advance or find your accommodation as you go along *it is essential to enquire first the price of your room and also of your meals*. The Michelin Guide is an invaluable companion for the wayfarer.

There are many youth hostels, most of them simple in character and few providing meals. The best chains of hostels are in the French Alps and the Massif Central. Excellent camping facilities abound everywhere in France.

The annual publication, "Guide Camping," prepared by Editions Susse, contains a list of hundreds of camp sites and also gives many useful hints on camping in the country.

## Seeing France

Unlike many European countries, it is impossible to see the best of France in one visit. The traveller must exercise discrimination and make his own selection. We think it will help, therefore, if we take the various districts, one by one, and indicate very, very briefly their main attractions. We will start, of course, with :

### Paris

More books have probably been written about the charms of Paris than any other city. Whatever your tastes it is difficult to believe that any traveller will not fall under the city's captivating spell. If you can, visit Paris in the spring, for then she is at her best. With the aid of one of the many published guides you can map out your own itinerary of sightseeing. A morning and afternoon conducted tour is the best way to cover the main features of the city. After that we strongly urge you to browse on your own. Wander where your own interests lead you: among the shops, at the Louvre, in Notre-Dame and in the gorgeous Sainte-Chapelle with its slender columns and beautiful stained glass. Perhaps the Paris we ourselves love best is the Paris of the old streets, the markets of Rue Lepic and Rue Lévis, the quays along the River Seine, with their bookstalls, the Île de la Cité, and the Place du Tertre. If you enjoy history, then Paris offers you rich rewards. Meander around Montmartre and Montparnasse and watch human

life bubbling over with exuberant vitality. A holiday in Paris can well be the richest experience of your life.

### **Ile de France**

Around Paris is the province of this name. It is a lovely countryside, part of which in the past was the domain of the kings of France. In consequence, there are many lovely palaces, châteaux and parks to be found. Amongst these are Versailles, Malmaison, Fontainebleau, Compiègne, Chantilly, Saint-Cloud, St. Germain-en-Laye and Rambouillet. All are wonderfully interesting and often beautiful. Then there are the magnificent cathedrals of Soissons, Laon, Senlis and Beauvais in this area, while glorious Chartres is just beyond its borders. Sevres, where the famous porcelain factory is to be found, is yet another of the attractions in a part of France which does not always get the attention it well merits.

### **The North-West**

Brittany and Normandy have great charms, although alas, the latter suffered severely during the war. Along the coastline of Normandy are a string of seaside resorts. Rouen has still many undamaged historic buildings, although its cathedral suffered severely as a result of air-bombing. Caen suffered even worse, but its lovely Church of St. Etienne still remains intact. At Bayeux you can see the famous tapestry of the same name. Bayeux Cathedral (11th century) is a remarkable example of Norman-Gothic. Lisieux has great religious significance as the terrestrial home of Saint Theresa of the Infant Christ. For those who knew the pre-war Normandy there are tragic gaps. The rich countryside, however, remains; and you can still visit Pont l'Evêque (for its cheese) and Calvados (for its apple liqueur). Mention must be made

of Mont. St. Michel, the tiny island which stands between Normandy and Brittany. On its summit stands the great abbey, one of the most remarkable medieval edifices in Europe. Its only approach is by a single narrow street, thronged with tourists and lined with souvenir shops and restaurants. But let neither deter you, for your reward will be great and most satisfying.

Picturesque Brittany, parts of which are very popular with British holiday-makers, seems remote from the rest of France. Here the old legends, customs and dress still survive, and the people are "different," being of Celtic origin, for they are descended from original British stock: emigrants from Cornwall, escaping from the invading tribes which over-ran and conquered England. The resemblance, even today, between the Cornish and the Bretons is marked.

Dinard and the string of nearby seaside resorts attract thousands of English visitors each summer, while Perros-Guirec and la Baule are two other fashionable resorts. There are, however, scores of delightful little fishing-villages which will appeal to the discriminating, and then there are a number of small islands on which to stay.

In western Brittany, Quimper, an old cathedral town, is an excellent centre for excursions. There are other ancient towns in the interior, well worth visiting if not to stay at, and these include Dinan, Fougères, Vitré and St. Pol-de-Léon, while Tréguier is a perfect little gem.

Most of the towns and villages in Western Brittany have picturesque religious ceremonies known as "pardons," some of which are accompanied by fairs, festivals and dancing in the streets. They take place throughout the summer, the most famous one being that of Ste. Anne d'Auray (July), when costumes from all parts of Brittany are worn.



**North-east France (including Flanders)**

Here are the almost permanent battlefields of France. For the most part the countryside is undulating, with many coalfields and industrial towns such as Lille and Roubaix. There is Amiens, however, whose lovely cathedral has escaped damage in two wars.

More interesting, probably, to the holiday-maker is Champagne, with its great vineyards. Here is Rheims with its glorious cathedral, one of the most historic in France. Epernay is another great centre of the champagne industry. And then there is Troyes, famous in history and containing some magnificent churches and quaint old streets.

East and south-east of Rheims are the provinces of Alsace and Lorraine, for so long "bones of contention" between France and Germany. Strasbourg, although a manufacturing centre, is very attractive. Its cathedral is superb. Colmar, with its many timbered houses, is a town where, although its citizens are loyally French, the German language is much used. Its Museum Unterlinden contains some famous German paintings. The south-eastern part of Alsace is a wonderful touring district. There are few towns, but the whole area has a picturesque character which will delight you. Do not miss seeing the castle of Lutzebourg.

**The Vosges, Jura and Burgundy**

The Vosges are rounded hills, thickly wooded and studded with charming little villages. The Jura are higher and lonelier, and access to their fastnesses is not so easy. This district was owned by Spain until the 17th century and you can still see Spanish influence in some of the architecture. The Jura are an excellent district

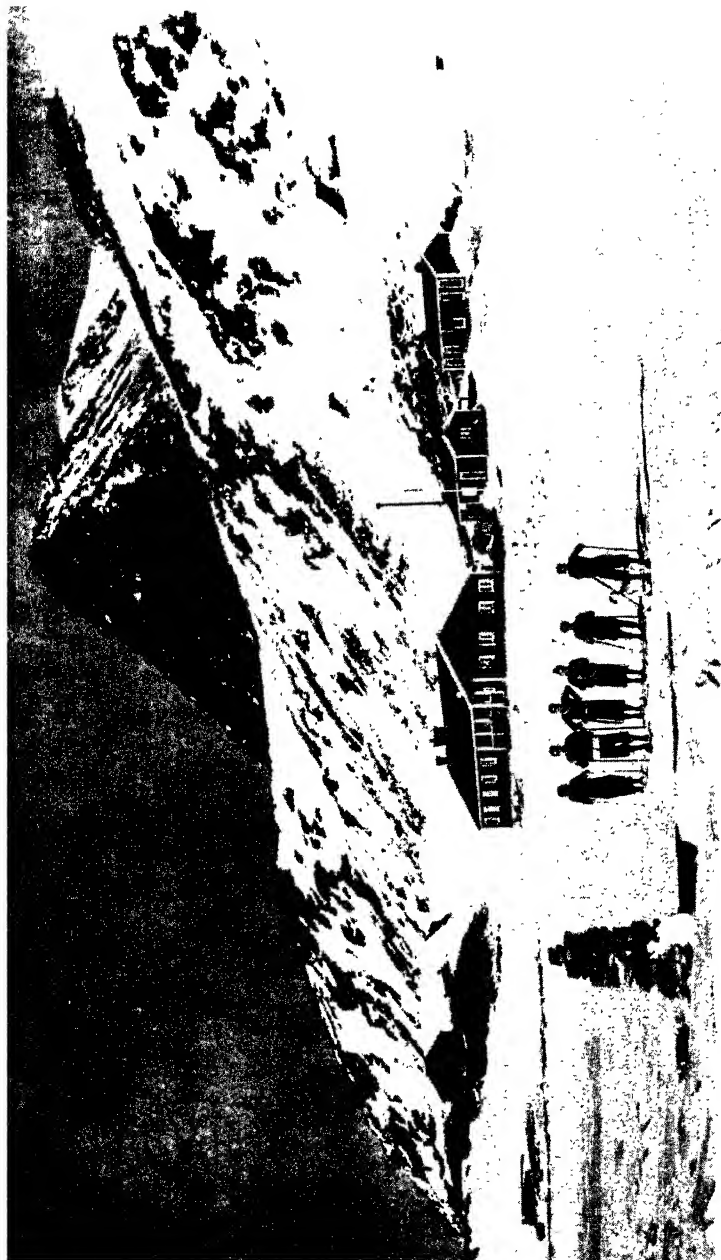


NORWAY.

OLD STAVE CHURCH, BORGUND.

Plate 37

The origin of Norway's ancient wooden churches, or *Stavekirker*, resembling Chinese pagodas is unknown. At one end of this church is an opening known as the Leper's Window. Here, a leper communicant,



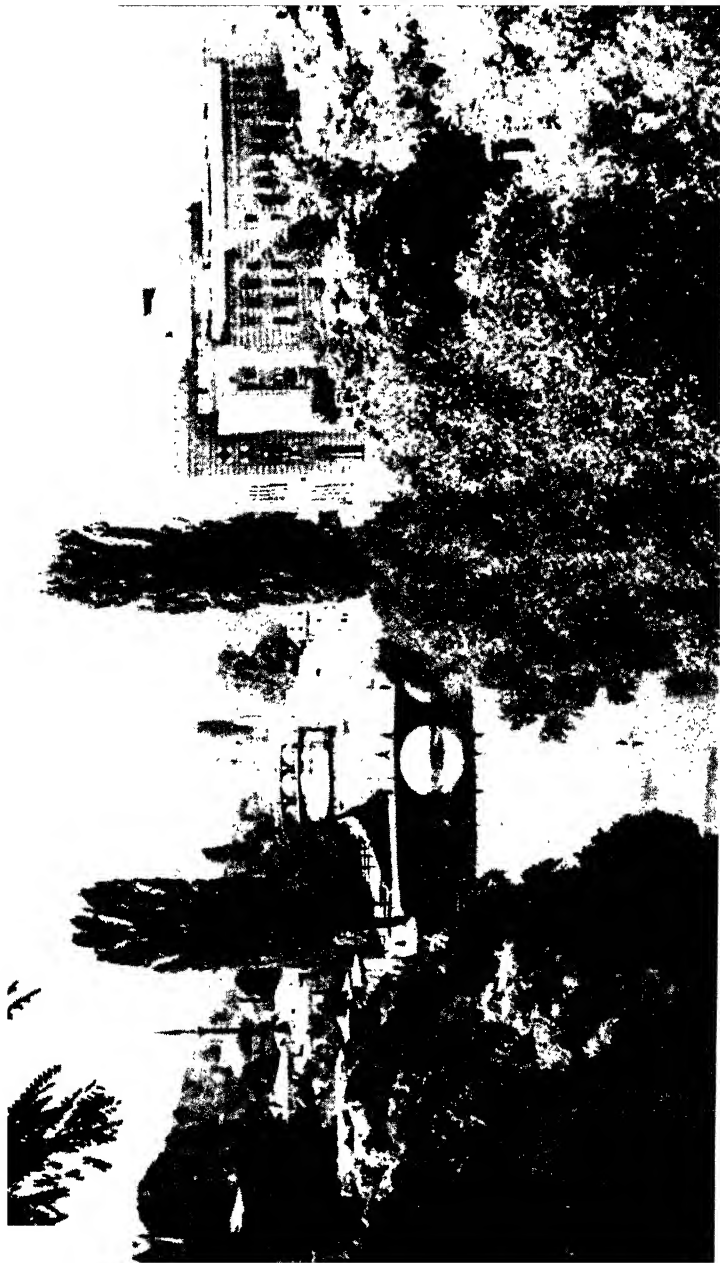
NORWAY.

RONDEVASS TOURIST STATION.

Norway is the home of ski-ing, and the country offers endless variety of terrain, skiing to suit all tastes, ideal climatic conditions, and good accommodation for visitors.

This is one of the most beautiful coastlines in Europe. The climate is delightful, and medieval towns and villages provide much cultural interest. There are many remains of ancient Roman civilization.





YUGOSLAVIA.

SARAJEVO.

In the Moslem section of this town is to be found, the most complete oriental atmosphere in Europe to-day. Here you can still see mosques, old Turkish houses, narrow streets and bazaars.

Plate 40

for trout-fishing. In winter the slopes are first-class for ski-ing, though the season is not as long as in the high centres of the Alps.

Burgundy is another wine-country, prosperous, with rolling vine-clad hills. Dijon, the provincial capital, has many interesting old houses, fine churches, and the second largest museum and art gallery in France. Beaune should be visited for its 15th-century hospice, containing the famous picture, "The last Judgment," by Roger van der Weyden, and at Vézelay is one of the best Romanesque churches in Europe. There are many châteaux in Burgundy, especially around Chablis and Tonnerre, chief among these being those of Bussy-Rabutin and Ancy-le-Franc, the latter being the earliest building in the classical style still remaining in France.

## The Alps

This beautiful south-eastern portion of France is very mountainous. Its northern part, Savoy, is famous historically in that its ancient Duchy ruled Italy for many years. Eventually its dukes became the kings of Italy (the House of Savoy). The province contains the French shore of the Lake of Geneva, Annecy and le Bourget—the largest and most beautiful lakes in France. In Savoy are magnificent mountains, a playground for the mountaineer and the skier, Chamonix being the best-known resort for both activities, although there are dozens of other fine centres in the province.

Aix-les-Bains and Evian are fashionable spas, Megève and Combloux, two popular resorts. In this land there are few ancient monuments, for past warfare has swept them away or left merely picturesque ruins. In the south, bordering on the Dauphiné, are the peaks and glaciers of the Grandes Rousses, popular with mountain-lovers.

The Dauphiné contains many high peaks. It has also many winter resorts, including Montgenèvre, on the Italian border and the old fortress town of Briançon. Its scenery is magnificent. There are wild rivers in the district, the Durance being particularly well known for exciting and adventurous canoeing. It also contains many limestone caves, among them the deepest yet discovered in Europe.

The most southern part of the mountain ranges forms the arid Alps of Provence. There is not so much of interest to be found here, although mention should be made of the fine old town of Castellane, the Col d'Allos, a pass of over 7,000 feet (with a winter sports station nearby) and the magnificent Grand Canyon of Verdon.

### **Provence and the Riviera**

Provence has many lovely and interesting towns, in which can be found monuments and ruins dating back to the Roman times. This may seem like a string of names, but space forbids extended details. Orange, Avignon with the Palace of the Popes, Nîmes, Arles, the "dead" city of les Baux, and Aix-en-Provence. What a galaxy of memories! Go and see them for yourself and we know that you will not be disappointed.

The Riviera—the Côte d'Azur—is the rich man's refuge from the rigours of northern winters. It is a land of beauty as well as of warmth and sunshine. The blue of the Mediterranean and the scented mimosa, the white walls of the villas and the mountains behind, are back-cloths for such fashionable resorts as Hyères, Menton, Cannes, Nice, and so on. Lesser known but just as beautiful are places like Cavalaire, Saint Tropez and Anthéor. Even if your purse is very limited, you can enjoy yourself in this European paradise.

### **Northern Languedoc and the Massif Central**

In Northern Languedoc are the Causses. This area was originally a vast limestone plateau, but the rivers have slowly eaten their way through the rock, cutting gorges with vertical sides and dividing the original plateau into many smaller ones, which are called the Causses. They are arid and barren, but the rivers which flow through them, like the Tarn with its famous gorges, make the deep valleys fertile. Here, too, are many deep caverns, mostly unexplored. The rest of the Cevennes district is wild and rugged, but not as arid as the Causses. Le Puy, with its fantastic position and strange buildings, is the chief town of the district.

To the north is the district of the Auvergne, the heart of the Massif Central of France. The capital is Clermont-Ferrand, an industrial town. This is good touring country, especially for the motorist, and the views are wide and panoramic. The many volcanic cones give the landscape a unique aspect. The finest view-point is the Puy de Dôme, just over 4,800 feet high.

### **Southern Languedoc and the Pyrenees**

Away to the south again, at the other end of Languedoc, are the foothills of the Pyrenees. Here one finds the town of Carcassonne, Perpignan and Toulouse. Carcassonne is an almost unique specimen of a fortified town, which stands today as it did in the 14th century, with its double row of ramparts still complete. This is a town worth taking the trouble to visit. Perpignan is also an interesting old town. Toulouse, a fine old city, contains the Romanesque church of St. Sernin, one of the best in France. Its cafés we found to be the brightest outside Paris and the more popular resorts.



The Pyrenees are a great divide, 270 miles long, stretching from the Mediterranean to the Atlantic. Here, France marches with Spain. Almost the whole way the boundary is on the crest of the mountain range. Yet the people on both sides of the frontier belong to the same races—Catalans in the east, Basques in the west.

The *Route des Pyrénées* is one of the finest scenic roads in Europe. The best way of seeing the French side of the Pyrenees is to make a journey along its length by automobile or motor-coach. The road takes you over many of the high passes and through many interesting towns and villages. The great appeal, however, is that provided by Nature. You should visit Pau and Lourdes for their castles and Mont Louis for its ramparts.

The Cirque de Gavarnie, an impressive amphitheatre of rock, with the highest waterfall in Europe; the Port de Vénasque above Luchon, which can be reached in three hours on foot from the Hospice de France, with views across to the Maladetta in Spain; the Canigou, Kipling's "magician among mountains"; and the view from the observatory by the Pic du Midi de Bigorre; these are among the scenic "high-spots" of the Pyrenees. There are several winter sports stations in these mountains, among them being Superbagnères, standing at a height of nearly 6,000 feet, and Font-Romeu in the Cerdagne. The latter district, although French, is on the southern side of the watershed, but it contains the Spanish town of Llívia, an enclave completely surrounded by France.

The mountaineer will find many peaks to scale, the highest on the French side of the range being Vignemale.

### **Valley of the Loire**

This is the district renowned for its châteaux, built by the kings of France and their nobles in a more spacious

age. There was much competition in those days to raise bigger and finer edifices. This is another district of which any brief description must sound like an extract from a gazetteer. Chambord, Chenonceaux, Blois, Cheverny, Loches, Langeais and Azay-le-Rideau are our favourites, but there are many more. Be advised, however, and limit the number you visit at one time, for a surfeit can easily spoil your pleasure. You will find Blois and Tours the best centres from which to make excursions to the châteaux.

## **Corsica**

Corsica, which is one of the departments of France, is one of the loveliest of the Mediterranean islands. It is a country of sweet-scented plants—thyme, rosemary, honeysuckle and many others—of the well-nigh impenetrable thickets of the maquis; of high mountains, rising to the 9,000-foot summit of Monte Cinto; of ancient fortress towns like Calvi, Corte and Bonifacio.

The western half of Corsica, in particular, is a paradise for the visitor who wants to travel off the beaten track. Nowadays there are no brigands, but the beauty of the island (which for two years was a British possession) is unchanged. You can travel by road, on foot or bus, all round the island, from Ajaccio, the capital and birth-place of Napoleon, to Bonifacio, perched on a great overhanging cliff and one of the most medieval towns in all Europe, and then along the east coast to Bastia and round Cap Corse, coming back to Ajaccio by way of Calvi and the fjord-like Gulf of Porto. We cannot speak too highly of Corsica, its charms and interest. Although the island is hot in summer, the heat is tempered by sea breezes. During the winter and spring months, conditions are ideal.

So we come to the end of this very short survey of France. We hope we have shown you that this country is, above all, the supreme tourist land of Europe. No-where else are found together such a wealth of scenery and architecture. You can spend a hundred holidays there and still find different places to see and fresh things to do.

### **Sports**

Ski-ing in Alps, Pyrenees, Jura, Massif Central and Dauphiné (particularly recommended).

Wild-water canoeing on the Tarn and Durance.

Mountaineering (in districts as for winter sports).

Cycle racing.

Under-water fishing off the Côte d'Azur (Cannes is a good centre).

Pelota in the Basque country.

Boule (bowls), a most popular village game in most parts of France, especially in the south.

### **Special Interests**

Speleologists have wonderful opportunities in the Alps and Pyrenees. There are also several wonderful caves in the Valley of the Dordogne, especially the one at Lascaux.

Summer schools at several French universities. Consult the French National Tourist Office for particulars.

"Pardons" of Brittany. Particulars from the French National Tourist Office.

Wine and food festivals held at various places. Wine fairs at Beaune, Bordeaux, Rheims, Saumur, etc. Greengage Fair and Cherry Fair at Nancy. Fêtes du Ventre at Rouen. Details from the French National Tourist Office.

Pilgrimages to Lourdes and Lisieux.

The magnificent Gothic cathedrals of France, of which Amiens, Rheims, Chartres, Bourges, Albi and those at Paris are outstanding. There are special "Cathedral Tours" from Paris, covering those places within easy range.

National Festivals: 14th July—the fall of the Bastille; a very gay day for Parisians. Orleans: Joan of Arc's day (8th May).

Carnival at Nice, in February.

Bull-fights in southern France. Those held in the Roman arenas at Nîmes and Arles are outstanding.

### **Suggestions for unusual open-air holidays**

Sailing off the Atlantic coast of Brittany.

Camping in Corsica.

Camping and climbing in the High Pyrenees.

Canoeing through the Gorges of the Tarn.

Rambling anywhere in the Dauphiné or Provençal Alps.

### **Gastronomical Specialities**

Almost every district of France has its own specialities.

It would be invidious and, indeed, impossible even to start on any list of recommendation. We suggest that you consult the local guide-book of a district to ascertain the particular specialities in food and drink.

### **Guide-books, Maps and Information**

Nagel's "France" (English Series—a *Guide Bleu* publication).

Gordon Cooper's "Your Holiday in France."

Michelin Guides (in French) are first-class and they cover the more important holiday areas. Smaller Michelin Guides (in English) are available for Chartres, Versailles and Fontainebleau.

Blue Guides, Guides Bleus, and Cook's handbooks.

Michelin Guide (current year) is an invaluable publication for recommended hotels and restaurants. There is also a much smaller Michelin Guide to the hotels and restaurants of Paris.

Michelin maps (1:200,000) are recommended for the cyclist and for the intelligent motorist. Government maps on a scale of 1:50,000 are available for the walker and climber. Those in colour are the best large-scale maps we know except the British Ordnance Survey; unfortunately they cover only a small part of the country.

The French National Tourist Office is a recommended source of travel information. In France itself there are in all towns the offices of the Syndicats d'Initiative.

### **Climate and Season**

Varies tremendously according to location. In the north the climate is very like that of Britain. In the south it is semi-tropical. June is the best month to visit France, especially the south. In August and September, southern towns can be unbearably hot. Paris is at her best in the spring. The best months for winter sports are January and February.

### **Language**

French. There are German-speaking districts in the north-east. The Basques in the extreme south still have their own language, as have the Catalans in the south-east, but French is more commonly used. English is understood by many people in the big cities and popular tourist districts.

*(viii)***GERMANY****Historical Sketch**

Germany as an entity is only of comparatively recent origin, although Charlemagne's foundation of the Holy Roman Empire initiated a loosely-knit union of many states, dukedoms and principalities. Among these, power passed from one to another following the fortunes of many wars, mainly religious ones, which swept Central Europe.

Napoleon repeated Charlemagne's work but his German Confederation soon became dominated by the Prussians, and Bismark took a leading part in founding a great and powerful German Empire: perhaps with too short an experience of power, for Germany has been unfortunate in her leadership. After a taste of glory in the war of 1870, which led the Prussian armies to the successful siege of Paris, 1914 saw a blind following of Kaiser Wilhelm to reach again within 20 miles of Paris before retreat and many months of bitter struggle led to ultimate defeat.

Post-war depression and fantastic financial inflation paved the way for the incredible rise of the National Socialist party under Adolf Hitler, whose world-conquering dreams are of only too recent memory. The country is now still occupied by the four Allied powers, though national government is again being established.

**General Survey**

Germany, and here we speak of the Eastern and Western zones together, is three times as big as England and Wales and probably has nearly twice as many inhabitants. The great northern plain, of half-timbered houses set in orchards and fertile farms, alternating with

great sandy heathlands, has a charm of its own. Then come the many ranges of hills and mountains which, beginning with the Harz, stretch away southwards in forest-covered ranges—the Teutoberger Wald, the Thuringer Wald, the Böhmer Wald, the Schwarz Wald—to the great Alpine ranges of Southern Bavaria. And everywhere are the great rivers, which have been highways from time immemorial—the Rhine, from its tumultuous emergence from the Alps to its ship-laden majesty in the north; the Danube, running westwards on its 1,800-mile journey to the Black Sea; the Elbe and the Oder, from their birth in Czechoslovakia to their estuaries in the North Sea and the Baltic.

Naturally the war has had a considerable effect on touring in Germany, which cannot yet be fully evaluated. Enormous damage was done to many towns, particularly industrial ones, while others, unaccountably, seem to have passed only slightly damaged. Sometimes wholly tourist towns, like Freudenstadt in the Black Forest, are severely damaged, but in general the visitor whose interests do not lie wholly in the larger towns will find Germany amazingly little changed from pre-war days. It is not possible to give a catalogue of war-damaged and other towns in Germany, but in general, if a visit is proposed to any particular town, a letter to the "Verkehrsverein" of that town will bring a prompt response and details of museums, collections and other interesting buildings open, and a list of the town's hotels. Reconstruction is being carried out everywhere and changes are occurring almost daily.

At the present time a military permit, available easily in London or other large capitals, is required for entry to the three western zones and little difficulty is experienced in entering Western Berlin. Eastern Germany is not open

to tourists at the moment of writing and it is fortunate that it is by far the least interesting region to visit.

## Transportation

Berlin, Dusseldorf, Frankfurt, Stuttgart and Munich are all connected with London by regular air services.

Most of the German railway services are functioning quite satisfactorily, although neither as fast nor as frequent as pre-war. The main-line trains of the International class are very good and comfortable.

From England the best routes are *via* Dover-Ostend or Harwich-Hook of Holland, with good connections through to all parts. There are also services operating regularly from Hull and London to Hamburg. For the Black Forest there is a direct train from Calais to Strasbourg. An alternative, though slower, route is *via* Paris and either Strasbourg or Basle. Trains are divided into different classes labelled "L-", "D-", "Schnell-", "Eli-" or "Personen-Züge." A supplement is required for travelling on the first two classes, and as this is a flat rate up to 100 miles, they should only be used for long journeys, for which, of course, they are intended. The latter three classes, graded in decreasing order of speed and comfort, are intended for more local journeys.

The network of country bus routes, operated by the post office, is extremely good and efficient, and some, such as the Alpenpost, which covers the route from Garmisch-Partenkirchen to Berchtesgaden, pass through remarkable scenery.

Internally, roads are very good except in war-damaged towns, and there is a network of "high-speed" autobahns, open only to motorists, which render high averages possible.



No country is so well supplied with well-signposted long- and short-distance footpaths; it is a walkers' paradise. It is the country, too, in which canoeing was first developed on a large scale and is admirably suited to it.

### Accommodation

Germany was renowned for the ample accommodation of every sort available, but naturally war losses and refugees have occasioned many difficulties.

Fortunately, many of the hotels and hostels were built in places far removed from towns, and were neither damaged nor very suited for refugee accommodation, and the big reconstruction effort now being made is greatly improving the situation. Already 400 youth hostels are open in the Western Zone, and most mountain huts and refuges are functioning. To alleviate the situation in a few of the large towns, the very large air-raid shelters have been converted into quite comfortable "Bunker-hotels," and in Hamburg moored steamers are used for this purpose.

In general, the price for a room includes breakfast of the Continental type and a small extra charge above the room price is made if the meal is not taken. A service charge of about ten per cent. is made everywhere and this replaces tipping.

In many of the mountain towns there are very large numbers of small *pensions* and chalets ("*Privatzimmer*") in which bed and breakfast can be obtained quite cheaply, other meals being taken in restaurants. This is a cheap and convenient method when a stay of a week or more is contemplated, and no fears need be entertained as to cleanliness. The Verkehrsverein will furnish a list of addresses and be of great help in securing accommodation.

## Seeing Germany

Such a very varied country is best treated by dividing it into regions, for it would be difficult to see all of Germany in any one holiday.

### The Rhine

Though both the source and the mouth are in other countries, the Rhine has always been traditionally a German river. Before roads and railways it was the great trade artery from south to north, the straight road from Italy to Scandinavia—and many traces of its cultural and historic past still remain. The upper Rhine, tumultuous with the melting snows, is tamed as it enters the great plain from Basle to Mainz; the Black Forest and Vosges face each other across a fertile plain where the river runs straight between low embankments. But below Mainz the historic Rhine begins. For a hundred miles from Mainz to Bonn, the Rhine is a fairy-tale river. It thrusts its way through a tangle of forest-clad mountains; fast-running, clear waters run through deep gorges, and everywhere are the terraced vineyards that are the real riches of the Rhineland.

On the heights above the river are the medieval castles of the men who reaped a golden harvest from the heavy-laden barges and great rafts of timber that paid them toll; on the river banks are the picturesque old towns where you can drink good Rhine wine in the old inns frequented since time immemorial by travellers of a continent. The fine service of Rhine steamers is being re-established and a holiday can well be spent in journeying up the Rhine, stopping where you will to visit villages and castles, the Lorelei rock and magnificent bathing-beaches, and not forgetting to sample the local wines as you travel.

At Koblenz the Moselle joins the Rhine; it comes from a land of old villages and terraced vineyards that is magnificent in vintage time. Come here in September to see the slow ox-carts laden with grapes descending to the presses; it is country best visited on foot, sometimes following the winding river and sometimes crossing the hills to a hidden village in the upper valleys.

Although Heidelberg does not lie on the Rhine, it is a "must"; happily undamaged by the war, the old houses still border the narrow streets, and the finest Renaissance castle in Germany still overlooks the town. Famous for its connection with Germany student life, Heidelberg jealously preserves its historical taverns, which are as much a part of the tradition as the university itself.

### **The Black Forest**

Through the centuries the Vosges and Black Forest have guarded the two banks of the Rhine like watchdogs; in the last war the Maginot and Siegfried "Lines" were built in their foothills. From the summits of the Black Forest, the plain crossed by the shining Rhine stretches west to the French hills; in the south are the distant Alps; and west, hills where the Danube is born. Do not be misled by the name "Black Forest." It isn't a gloomy pine-wood. Though there are some of the finest pine-forests in Germany, they are everywhere broken by Alpine meadows and grass-clad ridges, and the frequent villages in the valleys are surrounded by orchards and flowery meadows. The sunny slopes are terraced for vineyards and there are many magnificent beech-woods. It is a holiday region and there is accommodation of every type, from youth hostels (often specially built and very comfortable) and remote farms, which offer simple accommodation, to hotels of every standard and, what is more

important, in every position. If you like solitude and the hills, you will often find a farmhouse-cum-inn that will offer you a trout and potatoes fried in butter, fruit and cream and ice-cold beer that will make you want to stay.

The Northern Black Forest, between Baden-Baden and Freudenstadt, does not reach such heights as the Southern, lying between Freiburg and the Swiss frontier, but both have character of their own, and both should be visited.

The beautiful town of Freudenstadt is unfortunately badly damaged, although fast being rebuilt. But once in the Forest itself the only sign of the war is the ghostly appearance on some lonely ridge of the shattered remains of some great concrete shelter, like a modern Stonehenge, as a reminder that here was the headquarters of the German army in the Siegfried Line days. The lovely villages with the great houses, the shingled roofs of which sweep nearly to the ground on either side, have gables pierced with multitudes of windows bright with geraniums.

The well-engineered roads climb to the highest ridges, and the motorist should drive from Freudenstadt to Kniebis and along the new road, not yet on maps, over the summit of the Schliffkopf to Ruhstein and down to Allerheiligen. Here is one of the most picturesque spots in the Black Forest. A ruined church, all that is left of an abbey founded in 1196, is perched on a rock above the gorge. The river drops 300 feet in a succession of falls towards Oppenau.

In the Southern Forest the highest point is the Feldberg, a great, green whaleback of mountain, higher than Ben Nevis but much more accessible; a car can get to within an hour's walking of the summit, and it is an hour well repaid. Probably the best way is from the Feldberger Hof, where a well-signposted path leads to the summit. Winter

sports enthusiasts should remember that this is the nearest place to England where good ski-ing is guaranteed; the Feldberg ridges are one of the most popular ski-ing resorts in Germany and can be easily attained by the new cable-railway from Freiburg to Schauinsland, which rises to 4,000 feet in two miles. In fact, with normal boat and train services it should be possible to breakfast in London on Saturday morning and be in your hotel on the ski-slopes on Sunday morning. To the east lies the Titisee, a beautifully situated lake in a deep, forested valley; and to the south, the Schluchsee, another fine lake. Two continuous walking-paths lead from Pforzheim in the North through the Forest to the Swiss frontier in the south, a fortnight's magnificent walking, very largely along the high ridges, and there are innumerable local paths, all of which are well, though not blatantly, signposted and way-marked. It is one of the best walkers' districts in Europe.

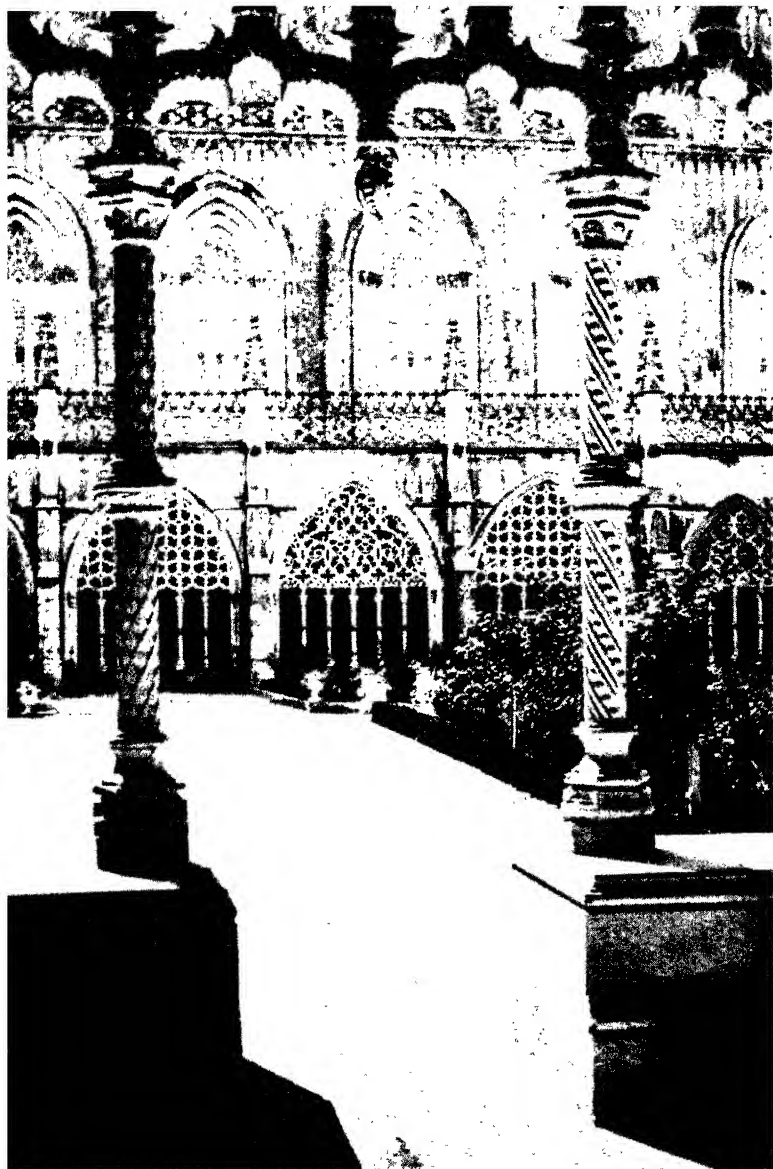
### **The Southern Frontier**

This corresponds to no accepted definition, but, for one reason or another, is all a holiday land. To the west there is the southern tip of the Black Forest, looking over the warm and fruitful valley of the Rhine to Switzerland. Many old towns lay along the Rhine. Säckingen has a fine bridge with a wooden roof; Waldshut, many quaint old houses; and nearly every town its ruined castle towering above the river.

Further east is the Bodensee or Lake Constance, 40 miles of inland sea, studded with bathing-beaches and pleasure resorts. There is a network of steamer services and here, somewhat unexpectedly, can be seen in action the Swiss Navy; in fact, this water frontier with Germany provided many extraordinary war-time stories. There's

This is the finest collection of coaches to be found in the world. One of the most intriguing exhibits is a florid, rococo coach in which the Ambassador to the Holy See travelled backwards and forwards to the Vatican, taking eighteen months over the journey each way.





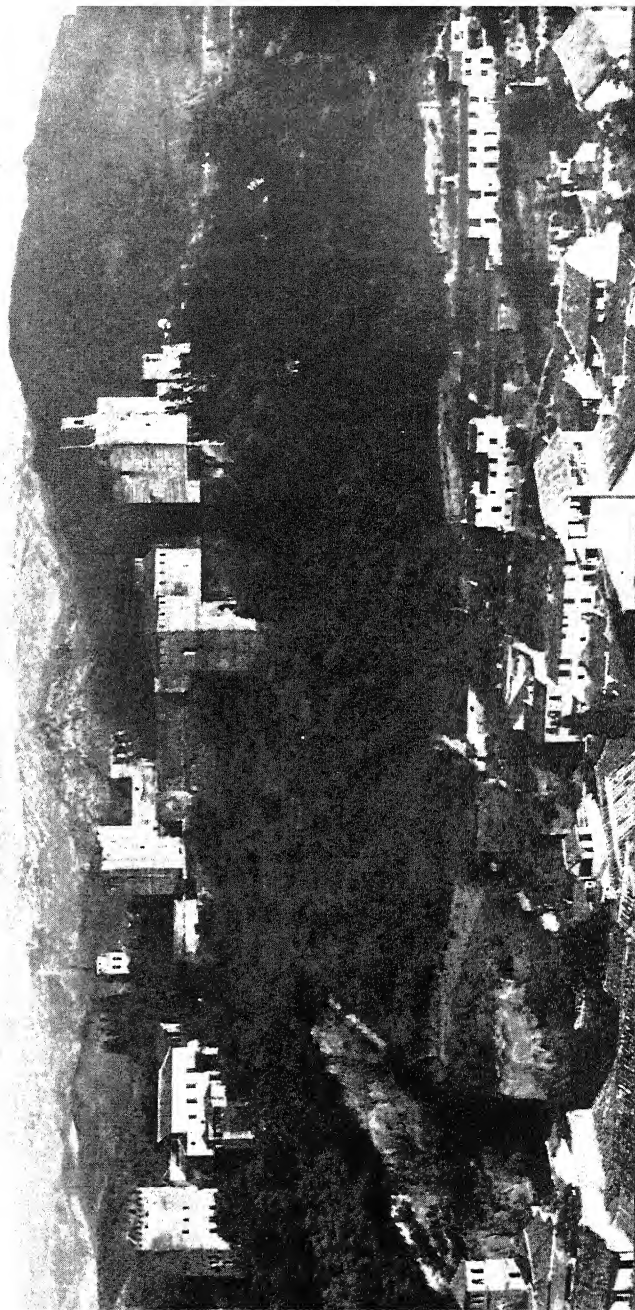
PORTUGAL.

CLOISTERS, BATALHA ABBEY.

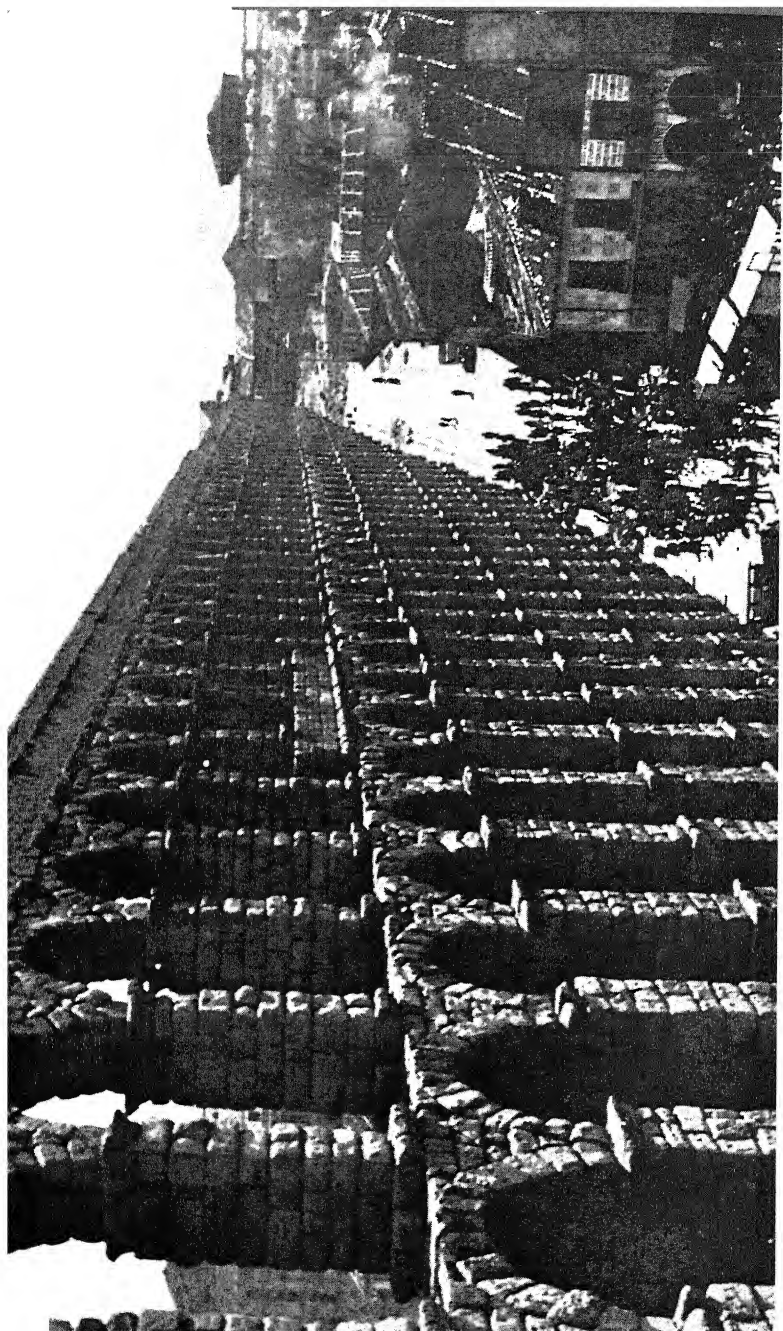
Plate 42

Built to commemorate a great Portuguese victory over the Spaniards in 1385, this abbey and its monastery form one of the most lovely Gothic structures in Europe. Prince Henry the Navigator lies buried here.

This is probably the finest building in Europe. Its frowning ramparts conceal the "Earthly Paradise" inside. The palace of the Moorish kings of Granada was begun in mid-13th century, and was under construction for many decades.







SPAIN.

ROMAN AQUEDUCT, SEGOVIA.

Its arches stride like a colossi across the valley. This magnificent Roman monument still serves to supply water for the city from the distant sierras. It is known to the peasantry as the "Devil's Bridge," from a medieval legend attributing its construction to the magic art of "el Diabolo."

every sort of boat to row and sail, and storms from the Alps can occasionally give the impression of a real sea coast.

Further east still, the mountains begin and the highest ridge forms the frontier with Austria through all Southern Bavaria. These are real mountains; although not attaining the heights of the Southern Alps, their great north slopes are glacier-covered and many of the summits are only accessible to climbers.

Oberstdorf is the centre for the lower but much less well-known Allgäu Alps, and here can be seen the typical Bavarian costumes, almost unchanged by the war. Many attractive valleys lead southwards into the mountains, and the small villages that lie in each are the starting-points for the circle of peaks that form the Austrian frontier.

Then come the highest peaks. Garmisch-Partenkirchen is the most famous mountain holiday town in Germany; to the south of it lies the 9,725-foot snow-clad peak of the Zugspitze, Germany's highest mountain. Its ascent is an arduous day-and-a-half on foot, using the Knorr mountain-hut, 2,000 feet below the summit, for a night's stay. An original way to enter Austria is to take the rack railway which climbs from Garmisch to the terminal station, deep in the mountain beneath the foundations of the Schneeferner Hotel, which hangs like a swallow's nest on the mountain side a few hundred feet below the Zugspitze summit. Then by cable-railway to the summit to see that astonishing view over the Austrian and Swiss Alps, down again to the hotel, walk through the short tunnel into Austria (and there are Customs men even at 9,500 feet) to the Zugspitzkamm hotel, and down the long cable-railway to the Tyrolean village of Ehrwald, and so southwards to Innsbruck.

A short bus journey northwards lies Oberammergau. Its world-famous passion play, performed every ten years by the villagers since their vow on being preserved from the plague of 1633, was shown many times during the summer of 1950. It is one of the world's longest plays and has a luncheon interval in the middle, and has, too, one of the world's largest casts, of over 650 people, all natives of Oberammergau. In passion-play year you needn't look at signposts to know when you're in Oberammergau—the long hair and beard of nearly every man you see is an infallible sign. The theatre, too, is unique; the audience are under cover but the stage is open to the sky, with the great mountain wall as a backdrop.

Bavaria is unique in one respect; instead of pictures inside the houses, people paint them on the outside. Allegorical figures, battle scenes and biblical stories swarm far larger than life-size over the white house-fronts, many of them of considerable artistic merit and some of great historic interest.

The surrounding countryside is magnificent, and to the south lies the extraordinary castle of Linderhof, built by the mad King Ludwig II—and it looks it.

From the Zugspitze the Wetterstein range stretches eastwards; the river Isar has cut a deep gap through the mountains, which divides it from the precipitous Karwendel range. In the gap is the little violin-making town of Mittenwald, an excellent centre as it stands on the main road and railway from Munich to Innsbruck, and buses run to the shore resorts of the picturesque Walchen lake, and beyond to Bad Tölz, a typical small Bavarian town and also a spa. For those interested in Bavarian costume, a special occasion is November 6th, when peasants from all around bring their gaily decorated horses to be blessed at the mountain chapel of St. Leonard, at Tölz.

The mountain ranges continue eastward, the foothills dotted with lakes, the biggest being the Chiem See; a steamer trip on the lake, visiting the palace on one of the islands and the nunnery on the other, gives at the same time a fine view of the whole Alpine chain.

In the south-east corner of Bavaria is the village of Berchtesgarden, unknown except by mountain enthusiasts until Hitler, with rare good taste, chose it for his "mountain eyrie." Fortunately the village has not suffered the fate of the "eyrie" and still lies untroubled in its green valley. All around are the mountains, and particularly impressive is a visit to the five-miles-long Königssee, where the great cliffs rise almost perpendicularly from the water. Something unusual, and rather more exciting than it sounds, is a visit to the Schellenberg salt mine; descents from one level to another are made down a sort of wooden "giant slide" through vast white caves far underground.

## **Bavaria**

We have already spoken of the southern mountains in the previous paragraph, but Bavaria has much more to offer than this. The old quarters of Munich have unfortunately been badly damaged, though the sturdy stonework of the medieval church builders has resisted better than many modern buildings. Around and amid the pleasant, green valleys of Bavaria lie many more fortunate towns where still can be seen the typical local architecture, seemingly unchanged for centuries, amid a rolling patchwork of agriculture and forest which make it a very pleasant country for a motoring holiday. Through the centre flows the Danube, already a wide river, and to the east are the hills and forests of the Böhmer Wald, which forms the Czechoslovakian frontier. Hills by courtesy, as

they are bigger than any of Britain's mountains, and fascinating days can be spent in their somewhat unvisited forests. Traditional skill in wood carving is employed in the winter evenings in many peasant homes to produce exquisitely carved articles of every-day use and ornament.

West of Nuremburg lie two extremely interesting towns, Rothenburg and Dinkelsbühl. Rothenburg is a town which stopped growing in 1650; little alteration has taken place since that date—even in the last few years. Still completely encircled by its medieval walls and towers, the red-roofed, gabled houses look out over the green river Tauber as they did when the town defended the banner of Gustavus Adolphus until stormed by the Imperial troops. On Whit Mondays a play is performed commemorating the siege and its consequences, and such is its popularity that it is often repeated throughout the summer. Dinkelsbühl, too, retains its walls and towers, and the magnificent St. George's Church must not be missed.

### **Thuringia**

To the north, Weimar, and to the south, Bayreuth; Thuringia lies between the homes of two famous men. Goethe lived in Weimar for 56 years and every corner of the town evokes a memory of his life; Bayreuth was made famous by Wagner, and here many of his operas were first performed, and the world-famous festival was founded. A great ridge of forested hills lies between the two towns, with picturesque roads wandering high over the ridges.

### **Erz Gebirge**

In the plains towards Berlin, the great industrial towns begin, and continue up to the foothills of the

Erz Gebirge or Ore Mountains, the Czech frontier. Once rich in silver, the hills, if 4,000-feet-high summits are only hills, have many pleasant villages, not infrequently with the warm springs for which the other slope of the mountains in Czechoslovakia is so famous. To the west is Dresden, the capital of Saxony, the home of porcelain and an important industrial city, lying amid pleasant vine-clad hills; but its past glories, alas! gone for ever.

### **The Harz**

Though not high, as mountains go, the Harz are perhaps the mountains in Germany of which song and legend has most to say. They frown threateningly over the North German Plain and became the legendary home of witches and gods. The Brocken is their highest point, and here the witches met on St. Walpurgis night. On its mist-clad summit was seen "the spectre of the Brocken"; a few miles away lies the Hexentanzplatz, the "witches dancing-floor," which is near the Rosstrappe. On this great granite rock 500 feet above the river is the hoof-print of the horse that leaped the valley carrying a princess to safety from a pursuing giant. No doubt it was one of the giant's relations who leaped the valley at Mägdensprung, "the maiden's leap," leaving footprints in the rock. In the old timber houses of the little towns in the Harz valleys these stories, and many others like them, have been related for centuries and can still seem to live again. It is an area which, although perhaps little larger than the English Lake District, has much that is interesting to see.

### **North Germany**

Here is more workaday Germany—agriculture covering every inch of good soil, though there are many sandy

heaths uncultivated. All around Berlin is a network of rivers, canals and lakes, which can make an extremely interesting holiday, canoeing or sailing. The larger industrial towns and ports have, of course, been extensively damaged, but the Baltic coast resorts, facing the warm and shallow tideless sea, with a dry Continental summer, provide a holiday unexpectedly sunny if you only glance at the map. Here, rather than on the North Sea, are Germany's real seaside resorts, and in some of the old towns on this coast are interesting examples of the brick architecture which grew up in the absence of building-stone; and of half-timbered houses that nestle in thick orchards.

## **Berlin**

Although part of the city is now accessible to tourists, so much damage has occurred and accommodation is so difficult to find that it can hardly be envisaged as a holiday centre in the immediate future.

We have only touched on the more important holiday districts under present-day conditions. As these improve, travel will become easier and reconstruction will fill up existing gaps in accommodation.

## **Sports**

Ski-ing on all the mountain ridges in winter, but especially in the Black Forest and Bavarian Alps.

Canoeing on every practicable river, particularly the Rhine, Moselle and Danube.

Athletics—there are fine stadiums, swimming-pools and running-tracks all over Germany.

Yachting on Lake Constance and the Baltic.

Shooting—deer, chamois, game—is a favourite sport all over Germany.

### **Special Interests**

In a number of towns and villages scattered over Germany there are local festivals which often take the form of an historical or religious play performed by local people, often in very fine traditional costumes. Oberammergau is the best example, but Rothenburg, Furth im Walde and Dinkelsbühl are others. The "blessing of the horses" at Bad Tölz is interesting. Vintage-time in the Moselle and Rhine valleys and on the shores of Lake Constance.

International reunions at Freiburg. Details from the Verkehrsverein.

A number of nature reserves in the Bavarian mountains.

### **Suggestions for unusual open-air holidays**

Walking-tour in the Harz Mountains, legend-hunting.

Cycling in the Black Forest—which will include quite a lot of walking.

Helping with the grape harvest in the Moselle valley.

### **Gastronomical Specialities**

Sauerkraut—everywhere. Sausages in many varieties, some local.

Casseler Rippen—roast smoked ribs of pork.

Schnitzel—veal cutlets in breadcrumbs.

Freshwater fish, particularly carp and trout.

Rhine and Moselle wines.

Törtchen—open fruit tarts.

### **Guide-books, Maps and Information**

Baedekers and Blue Guides (secondhand pre-war copies only available at present).

For Black Forest, large-scale maps (1:50,000) from Schwarzwaldverein, Freiburg im Breisgau.

For Bavaria, very fine maps are the official 1:25,000; Zumsteins Wanderkarte 1:50,000 is also useful.

For up-to-date information apply to the Verkehrsverein of



any town or to the Verkehrsamt Freiburg im Breisgau for the Black Forest, and the Amt. Bayerischen Reiseburo, Munich, for Bavaria.

### **Climate and Season**

In general the climate is drier than that of Britain, though summer thunderstorms are not infrequent in the hotter months in the mountains. Winter is dry and colder than Britain, with more sunshine in the south. The summers can be very hot.

### **Language**

German, although pronunciation varies widely from district to district. English is spoken in larger hotels and in towns which are centres of the English or American Forces.

(ix)

## **GREECE**

### **Historical Sketch**

The authentic history of Greece began in 776 B.C., but the country attained its greatest glory and power in the fifth century B.C. It became a province of the Roman Empire (46 B.C.), of the Byzantine Empire (395 A.D.) and was conquered by the Turks in 1456. Greece won its war of independence (1821-1829) and became a kingdom under the guarantee of Great Britain, France and Russia.

The Greek National Assembly (1925) voted the overthrow of the monarchy and the establishment of a republic, which lasted until a plebiscite (1935) restored the throne to George II.

Greece was occupied (1941) by Germans, Bulgarians and Italians after having defeated the Italians and later resisted German aggression.

After liberation (1944) civil war took place and King George renounced the throne, but regained it in 1946 following a plebiscite. The king died in 1947 and was succeeded by his brother, Paul, who became King Paul.

During the last 40 years there have been 15 *coups d'état* or attempted *coups d'état* in Greece, the last, a Communist attempt, being in 1944. Since then the Government has gradually recovered full control of the whole country.

### General Survey

Greece occupies the southern part of the Balkan peninsula, stretching down into the Mediterranean, with the Ionian Sea in the west and the Aegean Sea in the east. In the north-west lies Albania; in the north, Yugoslavia and Bulgaria; and in the north-east, Turkey. The Pindus Mountains, a continuation of the Balkans, run through the country from north to south. The coastline is broken by many gulfs and bays. Islands account for nearly 9,000 square miles of its total area of 50,000 square miles—about the same as that of England. The population numbers seven and a half millions.

The mainland of Greece is chiefly agricultural, with little manufacturing. Only one-fifth of the total area is arable, the remainder consisting of mountains, lakes and rivers. The forests have been denuded in the past, but considerable re-afforestation is going on. Since the conclusion of hostilities with the Communist rebels, much rehabilitation work has been effected, and it is now quite safe for foreign visitors to travel around most parts of the country.

### **Transportation**

After several years of interrupted communications by rail between Yugoslavia and Greece it is now possible to make the through journey by direct train from Paris to Athens. At the same time it is unlikely to be a speedy journey, for frontier delays are apt to be of some length. By far the fastest way, however, of reaching Athens from London is by air (Hellenic Air Lines and B.E.A.). Then, it is also possible to travel from the ports of Marseilles, Genoa or Venice to the Piræus by either Greek, Turkish or Italian steamship services, the Italian being the cheapest. Particulars regarding these services can be obtained from Hellenic and Overseas Services (47 Cromwell Road, London, S.W.7). By sea, it is possible to reach Greece in five days from London.

There are air services between Athens and both Crete and Rhodes (Dodecanese Islands). Steamer services also link the Piræus with many inhabited islands belonging to Greece, and interesting circular tours of groups of islands could be made. The steamers are adequate in comfort.

The main roads of Greece today are excellent, but side-roads are less satisfactory. There are good bus services and also adequate train services, the charges being reasonable by today's standards. Travelling leisurely by mule is probably the best way of getting to know and see this fascinating land.

### **Accommodation**

In Athens there are two first-class hotels and a number of lower grades, and, as elsewhere in Greece, the accommodation available varies in quality, so that the traveller should not expect more than modest comfort and, usually, cleanliness—for Greece is one of those Mediterranean lands which has been effectively treated with D.D.T.

Among the islands there is a good hotel at Rhodes only. Elsewhere: pot-luck. Prices are about the same for meals as in Britain, a meal for four in a good-class restaurant in Athens, for instance, costing 150,000 *drachmæ*.\* There are some youth houses and rest-huts in the countryside, but information regarding their position and condition can only be obtained in Greece. A camping holiday in Greece would be pleasant and also effect considerable economies in expenditure.

### Seeing Greece

In pre-war days Greece was a cheap country to visit, but today the prices correspond very much to those existing in Britain. It is still an adventurous land in which to travel and the tourist should not expect that degree of efficiency to be found in other countries of the west. Still, the tremendous classical appeal of Greece swamps possible discomforts for those whose hearts turn towards the fount of our western civilization. The great thing, indeed, is that Britons can once again go there.

With Athens as a centre, we would suggest the following excursions:

1. Marathon, the site of the famous battle (half-day).
2. Sunion. The view from the ruins of the Temple of Poseidon at Cap Sunion is one of extraordinary beauty (one day).
3. Eleusis, passing *en route* the Byzantine church of Daphni, built in 1082 (half-day).
4. Corinth and Lutraki. This follows the "Sacred Way" *via* Daphni, Eleusis and Megara. A very scenic trip (one day).

\* At the time of writing, the rate of exchange is 42,000 *drachmæ* to the £. The notes, however, even of high denomination, are quite small in size (unlike those found in Italy). There are no coins in use, and you would tip even a shoe-shine boy 5-10,000 *drachmæ*. Notes of fairly small denomination are best given away quickly.

5. Daphni—Eleusis—Old Corinth—Mycenæ—Argos—Tiryns—Nauplia—Asino—Epidaurus—return to Athens (two days).
6. Corinth—Mycenæ—Argos—Tiryns—Nauplia—Tripolis—Sparta—Mistra—Megalopolis—Andritsæna—Temple of Bassæ—return to Athens (five days; distance 200 miles).
7. Olympia (by rail). Three days required.
8. Daphni—Eleusis—Pass of Eleuthære—Thebes—Chæroneia (three days).

A beautiful walking-trip made by G.C. from Nauplia on one occasion was through the Morea, the route being: Lake Stymphalos, Phreneos, Solo, Kalavruta, Haghia Laura, Megaspeleon, Patras.

An unusual trip would be to the rocky promontory of Mount Athos, occupied by 20 monasteries of the Greek Orthodox Church, each a sort of little republic in itself. The monks number 4,800. No females, human or beast, are allowed to enter the territory, which has been granted a constitution by the Greek Government, receiving autonomous powers as a monostic republic under Greek sovereignty, but with an appointed Greek governor. In these monasteries there is an unparalleled wealth of art treasures. You will be welcomed as a guest by the monks.

The Meteora Monasteries in Thessaly are also very remarkable, for they are perched on perpendicular conglomerate rocks like eagles' eyries. Until recently the only means of access was by basket let down by the monks.

The island of Rhodes is historically very interesting, while Corfu, one of the Ionian Islands, is a most enchanting spot. Of the Cyclades, we would recommend Syra, Tinos, Delos, Paros and Santorin—but really all are lovely for the lotus-eater.

Crete, the meeting-ground of many civilizations, is also very interesting, the most impressive remains being those showing the splendour of the Minoan era. Candia, Knossos, Ghortina, Phæstos, Haghia Triada and Mallia are all places worth seeing. A walking-tour on this island is ideal, for even in the summer there are always fresh sea breezes, and most of the interior averages 4,000 feet above sea-level. The nights, in fact, can be cold. Simple accommodation is available, but camping is also suggested.

### **Special Interests**

Easter ceremonies in Athens.

Easter country-dancing at Megara.

Concerts in the Theatre of Herodatticus (below the Acropolis).

### **Gastronomical Specialities**

These can best be found by going for a meal to one of the Athenian *tavernas*.

Ouzo (an aniseed aperitif). Retsina (attic-resinated wine—an acquired taste). Maurodaphne (sweet dessert wine). Greek brandy (potent, good and cheap). Unresinated wines sold in bottles, those from Samos being recommended.

### **Guide-books, Maps and Information**

Pre-war Baedeker. Guide Bleu.

Maps obtainable locally.

Information from the Greek Office of Information, 34 Hyde Park Square, London, W.2; and in Athens from the Bureau of Tourism, 30 Homer Street.

### **Climate and Season**

Cold and often rainy in the winter, very hot in mid-summer. The best time of year for a visit is in March and April, when the wild flowers are in bloom and there is no rain; and also in the autumn months of September and October.

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## **HOLLAND**

### **Historical Sketch**

Holland, the Protestant northern part of the Netherlands, separated herself from the Catholic south in the 16th century, when she wrested her independence from Philip II of Spain. As the United Provinces she became one of the greatest maritime and commercial powers of Europe. Eventually, however, her energies were sapped by wars resulting from English trade rivalry.

After defending her very existence against the schemes of Louis XIV, and after upheavals resulting from the activities of the revolutionary armies of France, Holland was able, in the 19th century, to develop peacefully her great internal resources, which embraced the wealth derived from her rich and vast overseas possessions.

Throughout the First World War she maintained her neutrality, but in the last war the German forces invaded her territory, forcing her army to surrender. In spite of a severe enemy occupation, the Dutch were most determined in their "underground" resistance, besides placing all their external assets in men, ships and wealth at the disposal of the Allies.

### General Survey

The Kingdom of the Netherlands (its correct name, not Holland, which is merely one of its provinces) has not, in the past, attracted nearly as many tourists as the neighbouring countries. The rather high costs, the fact that the country is not on the direct route to more popular holiday lands, and its flatness, are main causes. Yet this country, with its luminous skies, its placid waters, its huge dykes protecting the low lands, and its ancient cities, has a charm and dignity of its own, which has found expression in its great national and civic art galleries. At the same time, the Dutch meet modern conditions with skill and adaptability, and the country's social services and farming conditions are models of their kind.

Half as big again as Wales or Vermont, Holland has a population of ten millions, Amsterdam (pop. 900,000) being the capital. The average elevation of the country is only 37 feet above sea-level, and one-quarter of the land is below it, being reclaimed and protected by 1,500 miles of dykes. Agricultural small-holdings are a feature of the country's economic life, with dairying and bulb production leading. There are several important industries, including ship-building, the manufacture of machinery, electrical equipment and textiles, brewing and distilling, and diamond-cutting. Coal is mined, but is insufficient for the country's needs. Other important economic assets are the river traffic from Germany, some overseas interests, and various shipping and air services.

Executive power in the Netherlands rests in the sovereign (a hereditary constitutional monarchy) and the States General, comprising two Chambers.

### Transportation

The most direct sea-route from Britain to Holland is *via* Harwich and the Hook (seven hours at sea). Amster-



dam is then reached in less than two hours by fast train. The Dutch railways have made a wonderful recovery from the widespread devastation caused during the war years. In the near future it is hoped to electrify the major part of the railway system. Dutch trains are fast and comfortable. Mention need only be made of the air services which link Amsterdam with almost every part of the world. The city's great airport at Schiphol is a fascinating sight in itself. A feature of the country is the urban tramways, some of which run far out into the surrounding countryside. The main roads are excellent, and there are also special cycling-paths, some of which cut right across country, away from the motor road. Leisurely and delightful travel can be made by steamer and various kinds of smaller craft, for most of the main centres are linked by sea, river or canal. You can hire all kinds of boats locally, and there are also yachting cruises through Holland.

### **Accommodation**

Whatever its grade, every hotel in Holland is superlatively clean. Prices are inclined to be high, but you may overcome this by choosing a lower grade of hotel than you would in other countries—and yet be well pleased. There are a number of youth hostels. The country is well-suited for camping, but there are certain restricted areas.

### **Seeing Holland**

The comparative smallness of Holland makes it possible for an energetic traveller to see a great deal in a short time. The choice of places to visit is a matter of personal taste. Amsterdam and the Hague (called 's-Gravenhage) are the two best centres.



SPAIN.

INTERIOR OF THE CATHEDRAL. CORDOBA.

Plate 45

This once was Islam's largest shrine next to the Kaaba at Mecca. Today, as a Christian cathedral, its area is only slightly less than that of St. Peter's, Rome. Built over a thousand years ago, its red and



SPAIN.

**BULL FIGHT, VIGO.**

This scene in a bull-ring shows how Spanish horses are to-day more or less padded with a view to protecting their vital parts against the horns of the bull.

In Amsterdam the Ryksmuseum is one of the great galleries of Europe, where famous pictures include Rembrandt's "Night Watch." More works by this great painter can be seen at Rembrandt's House and at the Six Gallery (privately owned, but cards of introduction to the Six family are obtainable at the Ryksmuseum). It is sad to recall that, at his death, Holland's greatest painter was a physical and financial wreck. Even his grave is unknown.

Do not, however, limit yourself to the accepted "sights," but stroll around and detect for yourself the numerous picturesque things to be seen along the tree-lined canals and small back-streets, with their quaint old gables, and their vistas which taken one unawares. You will be charmed by the colourful flower barges. A visit to a diamond-cutting workshop can easily be arranged; and the music-lover will wish to hear the Concertgebouw, one of Europe's finest orchestras.

The city has a certain garish and often expensive night-life. The visitor will probably obtain more satisfaction by frequenting the music-café's for his evening's enjoyment.

From Amsterdam be sure to visit the island of Marken and Volendam, in order to see the picturesque local dress. The journey may be made entirely by steamboat, or by tram, boat and barge.

The Hague, quiet and aristocratic in atmosphere, has in its Mauritshuis a collection of Dutch masters second only to the Ryksmuseum. Particularly charming are the views from its windows over the Vijver Lake, where the swans float idly. The Binnenhof, a remarkable group of ancient buildings, deserves special attention. The Palace of Peace, with its various rooms each furnished by a different country, is well worth a visit.

Scheveningen, a fashionable seaside resort, is connected with the Hague by tram, and within easy reach are Haarlem, Leyden, Delft and Gouda. Haarlem is one of the most interesting towns in Holland. The great cathedral, with its world-famous organ, the market-place with its fine types of Dutch architecture, and the Franz Hals Museum will appeal to most people.

Leyden is beautiful and possesses a famous university. The finest collection of Japanese prints in Europe can be seen in the Ethnographical Museum. Delft is another old university town, where narrow and placid canals, bordered by lime trees, flow through the streets, mirroring the carved and picturesque façades of the many 17th-century houses. The town is famed for its Delft ware. Gouda has much ancient architecture, and in its Great Church of St. John, magnificent stained-glass windows.

Those who are fortunate enough to visit Holland at the time of the famous bulb season (particularly that of the tulips and hyacinths) should not fail to make the trip to Noordwijk, or to Lisse or Hillegom, the centres of bulb culture. For miles the sight of broad stretches of flower-decked fields, fairy-like in their colouring of gold, deep scarlet, royal purple, pink and blue flowers, is unforgettable. Aalsmeer and Boskoop are two other well-known horticultural centres.

Utrecht is one of the oldest cities of the country. Its university is world famous and its cathedral is an architectural marvel. From the summit of its great Bell Tower a wide panorama may be viewed. Browse in this haunting city, making a point of seeing the curious canal known as the Nieuwe Gracht. The surface of the water lies deep and each bank is furnished with underground warehouses.

Middleburg, in Zeeland, is one of the most remarkable of towns. The lovely 12th-century abbey of St. Nicholas is an architectural gem. Nearby, the tower known as "Lange Jan" rears its head high above the island of Walcheren.

Alkmaar, north of Amsterdam, should be visited on Fridays, when one may witness the unique scenes of market day. The cheese porters will be wearing straw hats of various colours, indicating their medieval guilds. Hoorn, 20 minutes away, is one of the so-called "dead cities" of the old Zuiderzee. Here one can feast one's eyes on the quaintest architecture. From Alkmaar a bus may be taken to Leeuwarden, in Friesland, crossing over the 20-mile dyke of the Zuiderzee. This cost about two million pounds to build. There are several fascinating, almost forgotten places in this little-visited part of Holland. In addition to Leeuwarden, we remember with delight the haunting charms of such places as Kampen, Harlingen, Giethoorn (a true fairy village) and Staphorst.

When we think of the placid calm of the Dutch countryside dotted with windmills, and its richly cultivated fields, sleek cattle, magnificent forests, we wonder which part of this country will have the greatest scenic attraction for the average tourist visiting Holland for the first time. It will probably be the district around Amersfoort.

## Sports

Skating during the winter everywhere. A paradise for all kinds of water sports, the best centre for yachting being on the Friesian Lakes and in the west and north of the country. Holland is the only country outside the British Commonwealth where cricket is played regularly.

**Special Interests**

Old Easter and Whitsuntide customs (outstanding districts, Gelderland and Twenthe).

Polder farming.

Folklore (recommended: Marken, Volendam, Staphorst, Spakenburg).

Bird life on the island of Texel.

Arnhem and Nijmegen (war associations).

National Park "de Hoge Veluwe."

Doorn, the late Kaiser's home of exile and his burial place.

**Suggestions for unusual open-air holidays**

Camping on the island of Texel.

Yachting in Friesland.

**Gastronomical Specialities**

Plovers' eggs. Salted herrings. Smoked eel. Rolpens (marinated beef). Schnapps. Advocaat and other liqueurs. Amsterdam beer.

**Guide-books, Maps and Information**

Methuen's "Little Guide" to Holland. Blue Guide.

For maps and information, apply to the Netherlands National Tourist Office.

**Suggested 14-day Itinerary**

4 days at the Hague, with trips to Gouda, Delft, Leyden, Scheveningen and Haarlem.

5 days at Amsterdam, with trips to Marken, Volendam, Hoorn, Enkhuizen and Alkmaar.

2 days in Friesland.

2 days in Utrecht (including Amersfoort).

1-2 days at Dordrecht, Middelburg and Goes.

**Climate and Season**

Cold, but exhilarating, during the winter. Temperate at other times. The holiday season is much the same as in Britain.

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## HUNGARY

### Historical Sketch

The Magyars, who established themselves in the Danube valley in the tenth century, were among the fiercest of the Asiatic invaders of Europe. Once settled and converted to Christianity, however, they became the strong and extensive kingdom of Hungary, protecting the eastern parts of Europe against fresh attacks.

Their kingdom later formed part of the Austrian Empire, but in the 19th century the nationalist Magyars bitterly resented Austrian rule. To pacify them, the Dual Monarchy was set up, by which the Austrian Emperor ruled as King of Hungary also, with a constitution independent of Austria.

In 1918, Hungary paid heavily for her support of the Central Powers in the war. Though declared independent, she was deprived of all the areas inhabited by other Slav races. Her discontent blossomed into renewed friendship with Germany, with whom she allied herself again in the Second World War. She is now a Communist State.

### General Survey

Covering an area about two-thirds the size of England (or the size of Indiana), Hungary has a population of nine millions. Budapest, the capital, has a population exceeding one million. Primarily an agricultural country (its wines and horses are world-famous), farming methods are changing from large-scale wheat-growing to more intensive crops. There are also large mineral deposits, especially of bauxite and coal, and industrial production is being greatly developed, particularly in textiles and wood products.



### **Transportation**

By train, Budapest is reached either by the Orient or the Arlberg-Orient Expresses. The approach by air, however, is much speedier and is recommended. Internally, the train service is only moderate. The roads are fair; the bus services heavily laden. There is no country, however, in Europe more ideal for horse-riding trips, and horses can be hired locally without difficulty and at a modest cost. Canoeing along the Hungarian Danube makes a picturesque and interesting journey. Walking is also an excellent means of seeing the country, especially in the Mátra Mountains, the Bakony Mountains, the mountains around Budapest, and in the neighbourhood of Pécs.

### **Accommodation**

Hungary has never ranked in the past as a tourist country and present conditions are not conducive towards the development of this trade. Thus, the hotel position, outside of a few main centres, is not of a high order. The country inns, however, are simple and pleasant. There are some youth hostels and mountain huts, while camping is pleasant, both for canoeists and walkers.

### **Seeing Hungary**

Not to have visited Budapest is to have missed seeing one of Europe's loveliest capitals. Like all well-loved cities it has its own peculiar charm and character, which still remain despite the fact that over a third of the capital was completely destroyed during the war. The bridges over the Danube were also blown up, but have now been replaced. Ancient Buda rises on a rocky crest on the river's right bank, while Pest, which is larger and more modern, stretches along the left bank. Now, while Budapest has the usual historical buildings, we think

that to most visitors the general panorama will make the greatest appeal. From the Petöfi-tér, for instance, one can see, in a magnificent sweep, the Castle Hill (the historic castle, unfortunately, has been completely destroyed), the St. Gellért Mount and the ruins of the Elizabeth Bridge, which had few equals in the world. Then, there are the cafés and restaurants, many of them with their famous gypsy orchestras (which make one feel how mediocre are café orchestras in most other places).

Hungarian cooking and its coffee are both famed, and there is a special kind of pastry-shop—the Cukraszda—which you must not miss. These shops offer pastries which jeopardize the figure, but never mind, do not leave the city without tasting a *Dobos Torta* (Dobos was the name of a famous baker who created this cake) and a *Rigó Jancsi*, a pastry named after a gypsy band leader.

Too many visitors to Hungary in the past have reached Budapest and gone no further into the country. This is a pity, for there is much to see. On our list we place Eger first. The buildings are mostly Baroque-style. Some of the best Hungarian wine (called "Bull's Blood") is made in the vicinity, and you can see some of the most colourful folk-costumes in the nearby countryside.

Esztergom, one-time capital of Hungary, is one of the cradles of Christendom, a most historic city, rich in churches and ecclesiastical treasures. It is the seat of the Prince Primate of the Hungarian Catholic Church, whilst the cathedral is the largest church in the country and the most magnificent. There are wonderful trips to be made into the surrounding mountains. In going to Esztergom it is pleasant to travel by ship along the Danube.

Debrecen is the cultural centre of Hungarian Protestantism, and it is perhaps Hungary's most important

university centre. Interesting musical and folk-dancing festivals are held here. West of the city is one of the most famous parts of the country: the *Hortobágy*, better known as the *Puszta*, meaning desert, prairie. Here you may see scenes of ancient pastoral life, herds of horses and cattle, as well as the Hungarian horsemen. There is excellent wild-fowl shooting in this area.

Gyöngyös, Győr, Hajdúszoboszló, Kecskemét, Kőszeg, Miskolc, Nagykőrös, Pécs, Sopron, Szeged, Szombathely and Veszprém—all these may seem unpronounceable names, but all have varied interests. In a booklet available from the Hungarian Information Service, called "This is Hungary," short descriptions are given of all these places. Here we wish to add a few words about Székesfehérvár and Lake Balaton. The first-named place was for five centuries the capital of Hungary, and here, in this ancient city, 37 Hungarian kings were crowned. It has many ancient relics of the past, including the ruins of the cathedral built by King St. Stephen, more than 1,000 years old. The city was badly damaged in the last World War. Lake Balaton, the largest lake in Central Europe, has the atmosphere and moods of the sea; the loneliness, the colours, the whims, the untamed wilfulness of the ocean. Storms come on with terrific suddenness, but the lake is a favourite resort for holiday-makers and its broad expanse provides a place for yachtsmen to enjoy their sport.

## Sports

Horse-riding in many districts.

Yachting on Lake Balaton.

Canoeing on the Danube.

Winter sports in the Mátra Mountains.

Hunting wild boar.

Shooting (wild goose, woodcock, etc.).

### **Special Interests**

Summer courses in English at Sárospatak, an ancient castle situated in magnificent country. The English language has been used here for teaching since the 17th century.

March 15th is the great National Holiday. On this day colourful costumes and celebrations can be witnessed throughout the country.

August 20th. Festival of the New Bread (first bread made from the new crop).

### **Suggestions for unusual open-air holidays**

Canoe trip from Bratislava to Budapest.

Horse-riding tour. Itinerary: Debrecen — Hortobágy — Tiszafüred — Mezökövesd — Eger — Lillafüred — Miskolc—Tokaj—Nyíregyháza—Debrecen.

### **Gastronomical Specialities**

Székely gulyás (pork with cabbage), paprikás csirke (chicken made with sweet Hungarian paprika and sour cream), rác ponty (deliciously prepared carp), rakott palacsinta (a real delight for gourmets, rather like the French Crepe Suzette), and the dobos torta (an excellent cake). Apricot brandy (barack). Tokaj (a fairly heavy dessert wine).

### **Guide-books, Maps and Information**

“This is Hungary” (Hungarian Information Service). This booklet contains a small map. Other maps can be bought in Hungary. Further information from

the Hungarian Information Service or the " Ibusz " Travel Bureau (in Budapest).

### **Climate and Season**

Cold in winter, hot in summer, but the dryness alleviates any extremes. Spring and autumn are the best times for a visit.

### **Language**

Hungarian, German and, to a lesser extent, English and French are understood and spoken in the main centres.

(*xii*)

## **ITALY**

### **Historical Sketch**

The history of Italy is almost that of our Western civilization. At the time of Christ, Rome ruled the known world and was the centre of it. After the Western Empire collapsed, the Catholic Church converted the Gothic invaders of Italy, and thus the Latin culture was preserved.

In the Middle Ages the Imperial title was revived and Northern Europe became linked with Italy in a Christianized Empire. Theoretically, the Pope, as head of the Western Church, and the Emperor were responsible respectively for the spiritual and temporal welfare of Christendom. Their claims clashed, however, for the Pope needed temporal power to organize the Church; from early times he had ruled certain Italian lands as absolute sovereign. He continued to maintain his hold on Central Italy, but farther south there was a rival ruler, of the Eastern Empire based on Constantinople.

Confusion resulted from the ensuing strife, yet during this period came the supreme Renaissance. Its pre-eminence has never since been rivalled. Commerce and artistic creation went hand in hand. Venice and Genoa became the richest ports in the world; Florence a treasure-house of art. Northern Italy became, in fact, the centre of civilization and trade.

In the 16th century, however, after the discovery of America, this prosperity waned. Internal quarrels and foreign invaders were the main causes which broke up all semblance of unity. Napoleon, in due course, brought back centralized rule. In 1815, the legitimate rulers regained power, but Austrian influence became predominant. Gradually, under various patriotic movements, Italian unity was achieved. The army of Savoy drove the Austrians from the peninsular and the Kingdom of Italy was established.

The Pope, however, refused to accept the new position, until in 1929 the Lateran Treaty restored peace between the Vatican and the Italian Government.

Following the First World War, in which she was one of the Allies, Italy became dissatisfied with the material rewards allotted to her at the Peace Conference. During the depression she accepted the authoritarian rule of Mussolini. Here links with Britain weakened, and she joined with Hitler's Germany in the Axis. In World War II she declared war on the Allies and suffered defeat. The Monarchy was abolished and a republic has now taken its place.

### **General Survey**

To every civilized person Italy, with her incomparable art treasures and sun-soaked beauty, is at once a land of memory and promise, of delights experienced and longed

for. The very names are musical, symphonic in suggestions which beckon and charm. They are panoramic with incomparable visions, processional with long-dead emperors and popes, tyrants and criminals, saints and mystics, painters and poets and builders, every type of human agent of good and bad, the best along with the worst. How pleasant the ear finds such names as the Seven Hills of Rome, the Plains of Lombardy, the hill-towns of Umbria, the Bay of Naples, the Canals of Venice and the Greek Temples of Agrigento.

The Italian peninsula is 760 miles in length, whilst its greatest width is only 150 miles, but generally not more than 100 miles. Its area is that of the British Isles (including Eire) or of New Mexico. The population numbers 46 millions.

There are some 70 islands off the Italian coast, the two largest being Sicily and Sardinia. Along the northern boundary lie the Maritime, Swiss, Dolomite, Carnian and Julian Alps. Below this barrier is a great plain. The leg of Italy is generally hilly, with the Apennines running down the spine, and both Sicily and Sardinia are mountainous. The country has such famous volcanoes as Vesuvius, Stromboli and Etna.

Agriculture is the chief industry, but the country is an important producer of textiles, silks and motor-vehicles. Italy lacks minerals, especially coal. Water-power, however, is harnessed on a considerable scale and many of the railways are electrified.

Italy is a democratic republic, having a President and two legislative chambers.

### **Transportation**

From London the most direct train route to Italy is *via* Paris and the Simplon. Other routes of entry are by

Modane, Ventimiglia, and the Gotthard Tunnel. Sicily is linked by train-ferry across the Straits of Messina. If Palermo is the destination, there is the alternative of travelling overnight by sea from Naples. Sardinia is reached by daily air services from Rome and by nightly steamer service from Civitavecchia (near Rome). There are a number of coastal shipping services, with varying degrees of comfort. They can provide quite interesting trips. There are good air services from many European centres, and also internally. A wonderful series of tours can be made at most reasonable cost by the C.I.A.T. luxury motor-coaches which link up the main centres of Northern and Central Italy (as far south as Naples). Enquire for particulars at any C.I.T. office.

The fastest Italian trains are the *rapidi*. For these, prior booking is essential. Next fastest are the *direttissimi*, and then come the *diretti*. It is often better to buy your rail tickets in advance from a travel agency, especially if you do not speak Italian. Third-class, especially in the south, will not appeal to most lady travellers. Travelling on Sundays and holidays often resembles a rugby "scrum," especially on local trains.

Most of the main roads are excellent for motorists and cyclists. Italy has a network of motor-bus services, providing a delightful alternative to train travel, especially as these buses are usually comfortable. Local bus services, however, are often packed. Hiking and riding on a mule are both recommended, but in low-lying parts during the height of the summer these two forms of locomotion should be avoided, otherwise you may very easily get sun-stroke.

### **Accommodation**

Italy has for so long been one of the leading tourist countries that the hotel industry has been highly



developed. There are hotels, pensions and inns of every grade to be found in most parts of the country. Inns in some of the more remote and little-visited parts of Southern Italy, Sicily and Sardinia may not appeal to the fastidious, but the charm and kindliness of the Italians can overcome the lack of material comforts. In villages we have often stayed at a *locanda*. In the northern mountains are huts and hotels belonging to the Italian Alpine Club, and to the S. Tyrol Alpine Club (Dolomites only), which anyone may use, though club members benefit by reductions on the charges.

There are some youth hostels in Italy. Camping is possible in most parts of the country, but care should be taken not to camp out in malarial areas. Some monasteries accommodate travellers.

### Seeing Italy

There is no country in the world where there are more worth-while things to see than in Italy. A life-time (many life-times) of exploration would not exhaust her interests and charms. You will be lured back to visit again the spots you love. There can be no question of sightseeing the whole country, even sketchily, in one visit. Make up your mind clearly on this point. Let your individual tastes decide where you will go—and you will not be disappointed. It is hard even to suggest "hig-spots." Our own choice would be: Rome, Florence, Venice, Naples, Palermo and Perugia. Yet, how can one really compare Eternal Rome with historic Florence, the hill-towns of Central Italy with the Grecian temples of Sicily, the Italian Riviera with the Bay of Naples, the Dolomites or the Italian Lakes? There is only one Venice in the world, just as there is only one Taormina.

We will, in our restricted space, only make brief mention of the principal glories of our six selected sights.

## Rome

On arrival in Rome, first get your bearings. Take a morning and afternoon sightseeing-tour to decide the places you wish to return to at your leisure. There are so many Romes: ancient Rome; Papal Rome; the Rome of the Counter-Reform period; Rome with its priceless museums; modern Rome with its pulsating life. If you have the time, you will do well to acquire a good guide-book and, seated in the Forum, re-create for yourself the wonders of that long period in the world's history when Rome was mistress of the civilized world. If your time is short, it is possible to find a good, cultured guide who will act as escort and show you the most interesting places. There are some very efficient guides in Rome.

There are many churches in Rome which merit a visit. First, the most famous of all churches, St. Peter's, which actually stands, of course, not in Italy but in the 13-acre Vatican City, an independent State, but without barriers or formalities to prevent you crossing its invisible borders. Here you will find the accumulation of nearly 2,000 years of history and art, still vibrant with life today. You will see the gorgeous Sistine Chapel, the supreme works of Raphael and Michelangelo, the Pope's Swiss Guard—and, indeed, may even attend an audience with this prelate. You may be amused with the fig-leaves adorning the nude statues, placed there by a Pope who was fastidious about the possible evil effects of nudity.

St. John Lateran, St. Paul-outside-the-Walls, Santa Maria Maggiore, Santa Sabina, St. Clemente and Santa Prassede are all on our list of "musts."

You will want to see the Pantheon, the Colosseum, the Palatine, and so much else. Then, apart from the Vatican

Museums there are those known as the Capitoline, the National and the Borghese Gallery. Try to fit in a trip to Tivoli (with its waterfalls) and Hadrian's Villa.

Before you leave you may throw a coin into the waters of the Trevi Fountain, thus ensuring your return later to the Eternal City.

## **Florence**

This is the best-loved of all the Italian cities. We will not attempt to explain its charm—see it for yourself. Here are the finest works of the Renaissance, when in a short period of history many of the world's greatest geniuses lived and worked. Leonardo da Vinci, Michelangelo, Benvenuto, Cellini, Verrocchio, della Robbia, Donatello, Ghiberti, Brunelleschi, Botticelli, the Lippis (father and son), Cimabue, Savonarola, Machiavelli, Dante, Boccaccio, and the Medicis: no other city, except Athens, can even remotely approach such a distinguished list of its sons.

Apart from its history, Florence has so much to offer in sights: its famous Duomo, the Piazza della Signoria, the Churches of San Lorenzo, Santa Croce and S. Spirito. There are the Uffizi and Pitti galleries, housing possibly the greatest art collections in the world, and the Bargello Museum. There are the views of the city to be obtained from Fiesole and elsewhere. To enjoy Florence you should, of course, know something of its history.

## **Venice**

Here again one finds sights that are world-famous: the Doges' Palace, the Campanile of St. Mark's, and the cathedral itself. You will want to float idly along the canals, and you can sit by the water-side drinking your coffee in the corner we always occupy, just down below



SWEDEN.

TOWN HALL, STOCKHOLM.

Plate 49

This building on the shore of Lake Mälaren is not only one of the chief sights in the Swedish capital, but is also one of the finest examples of modern civic architecture. It was planned by Professor Ragnar Östberg



SWEDEN.

GÖTA CANAL.

Past sylvan banks and forest glades, past ruined castles and towns of mellowed charm, this waterway twists through rural central Sweden. It is 240 miles long, but only 50 miles consist of artificial canals.

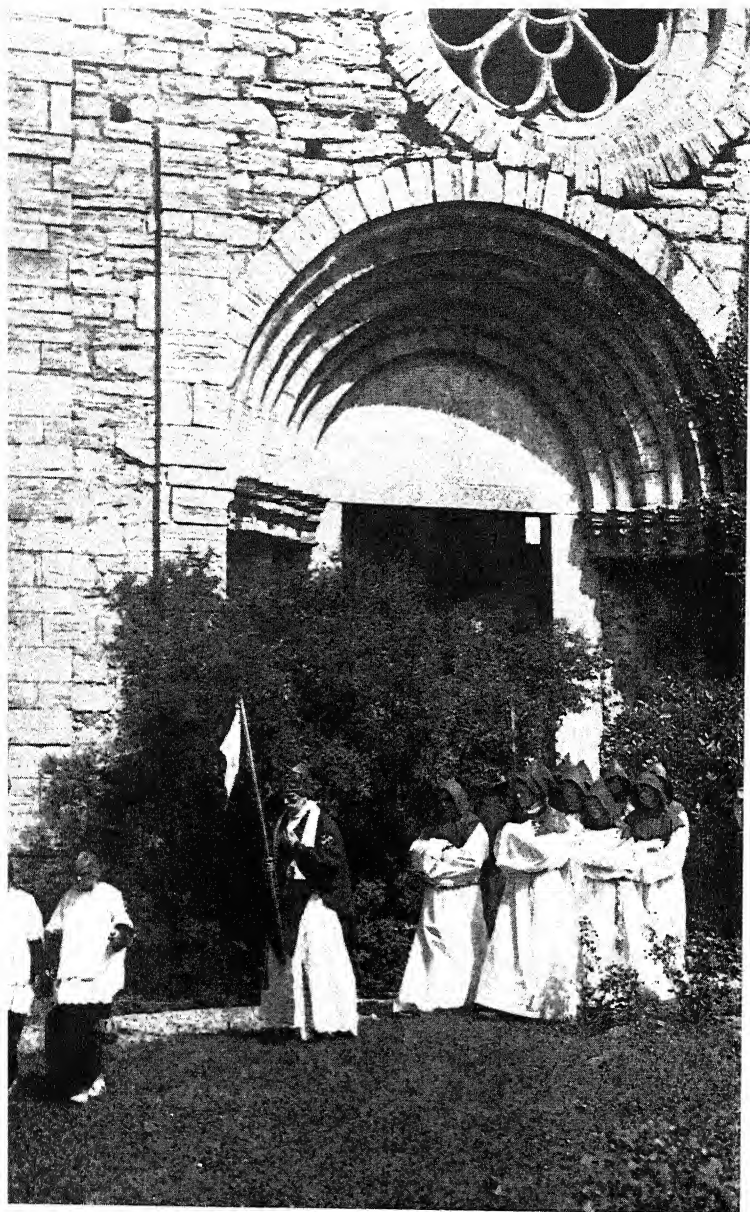


SWEDEN.

SWEDISH LAPPS.

Plate 51

During the sunlit nights of the Arctic summer a tent provides these Lapps with a home. These nomad people wear no stockings, but fill their oversize boots with dry hay, which is easily replaced. By the



WEDEN.

# MIRACLE PLAY, VISBY.

Plate 52

Each year, at Visby — the "City of ruins and roses" — on the island of Gotland, a musical miracle play is performed in the medieval atmosphere of the roofless nave of the St. Nicholas church. It tells the story of *Barne de Dän*.

the Rialto Bridge. It is a good idea to wander around aimlessly, for then you will glimpse the secret of Venice's charm.

## Naples

This great city is vibrant with life. There is much to see, too, if you can tear yourself away from just lazing and watching the wonderful views that are to be seen on all sides. The Naples Museum has one of the finest collections of statuary in the world. There is the famous aquarium. Then, there are so many trips to be made from Naples itself; to Capri (we went for a day and stayed a month), to Ischia, to Pompei, possibly to Vesuvius, around the Sorrentine Peninsula. Are there any more hauntingly beautiful spots on earth than Ravello and Amalfi? If so, we do not know of them.

## Palermo

The capital city of Sicily should not be missed. Lying in a beautiful situation, it has a great deal to attract the visitor. Outstanding are its churches, notably the Royal Chapel and the Cathedral of Monreale, in both of which are superb mosaics. Elsewhere on the island are views beyond compare—Taormina and Enna are famed in this respect. Then, at Agrigento and Syracuse you will find the most interesting remains of the Grecian civilization—better even than those to be seen in Greece. The interested person can never tire of that Sicily, about which Cardinal Newman wrote, "it has filled me with inexpressible delight and I am drawn to it as by a lodestone." Its sunshine, its infinite variety, its manifold beauty, and its interesting population will, we feel sure, captivate you just as it did us.



## Perugia

Wonderfully situated on a hill-top, the capital of Umbria is not only extremely interesting in itself—its Communal Palace is the finest in Italy—but it is an excellent centre for visiting many lovely places, including Assisi and Orvieto.

\* \* \* \*

How the imagination soars when one thinks of Italy. How very deficient our own brief notes on this country must seem. We have no space to make more than mention of such places as Genoa, Milan, Turin, Pisa, Bologna, Ravenna, Ferrara, Padua, Verona, Siena and the Italian Lakes. You may well, for instance, find yourself at Lake Garda (possibly the most lovely of all the Italian lakes) and remain, content. And yet there are Lakes Maggiore and Como, two more paradises on earth. We think, also, of the coastal scenery which lies from Final Marina to Savona, from Rapallo to Spezia, from Amalfi to Vietri and La Cava. If you do not find pleasure and delight in Italy, whatever your tastes may be, then you must be one of those unfortunate beings who should steer clear of travel.

## Sports

Cycle-racing and football are most popular. The tour of Italy (cycle-race) is the greatest Italian sporting event of the year.

Winter sports. Cortina and Alpe di Siusi in the Dolomites and Sestrières, Val d'Aosta in the Piedmontese Alps are both good centres. Also Camp Imperatore, near Aquila, and easily reached from Rome. Climbing in the Dolomites and Piedmontese Alps.

### Special Interests

Italy abounds in musical festivals, art exhibitions, outstanding religious ceremonies. Information about these can be supplied from the Italian State Tourist Department and from all Travel Agents.

Particularly interesting annual events include: Siena's *Palio*, the strange, almost barbaric horse-races held on the town's historic Campo during July and August. Florence's *Calcio*—16th-century football matches played in medieval costumes in which the descendants of the most noble Florentine families partake. Held on the first Sunday in May and again on June 24.

Arezzo's *Giostra del Saraceno*, a medieval joust.

Venetian canal fêtes (3rd Sunday in July, various dates during August and September, and on November 24).

Naples: *Festa di Piedigrotta* (August).

*Biennale di Venezia* (the film and art festival in Venice).

*Maggio musicale*—an Italian "Salzburg" held annually in Florence.

### Suggestions for unusual open-air holidays

Canoeing in the Italian Lake district.

Camping on Elba.

Walking-tour in Sardinia.

Walking-tour in Calabria (wild and primitive).

Idling in Ischia.

Living in a mountain village in Sicily.

### Gastronomical Specialities

Risotto (in Northern Italy). Pizza—a fish dish (Naples). Ravioli. Scampi—shell fish (Northern Italy). Fondue (Piedmont). Ice cream—especially Cassata. Every district has its own special wines, those of Orvieto being particularly fine.

### **Guide-books, Maps and Information**

"Your Holiday in Italy" by Gordon Cooper. Also old Baedekers and Cook's handbooks. The best maps are those produced by the Italian Touring Club. For detailed information, consult the Italian State Tourist Department; and C.I.T. (Compagnia Italiana Turismo) for all matters pertaining to Transportation. There are Information Offices in all towns known either as *Enti Provinciali per il Turismo* in any big city, or *Aziende di Soggiorno* in smaller resorts.

### **Climate and Season**

Although Italy does become hot in mid-summer, there is no part of the year when certain districts are not enjoyable. In Sicily, the first three months of the year are especially delightful. It is really only in Calabria where the traveller must be wary, particularly of malaria.

(xiii)

## **LUXEMBOURG**

### **Historical Sketch**

The beginnings of Luxembourg are lost in time, the region up to the tenth century, however, sharing the fortunes of Lorraine. In 963, Sigefroid, Count of Ardennes, built on the rock, by the banks of the Alzette, the castle-stronghold, which in time became the town of Luxembourg.

In 1443, the Burgundians captured Luxembourg. Their rule was followed by that of Spain (1506-1714, apart from a short French interregnum), Austria (1714-1795), and France (1795-1815). Both Philip II of Spain and

Louis XIV of France did much for the little country which had suffered severely from many calamities. Vauban, the famous French general, built the fortifications, considered at the time the most powerful and impregnable in Europe. They still exist.

The Grand Duchy was created in 1815 by the Treaty of Vienna. Until the Belgian revolution of 1830 it was, however, governed by the King of Holland, who was also Grand-Duke of Luxembourg, but there was much unrest. In 1839, the Luxembourgers, under the Treaty of London, were given a constitution of their own and became masters of their own destiny.

In both Great Wars, Luxembourg was occupied by the German invaders, liberation on each occasion being effected by the American Forces.

### **General Survey**

Tucked away in a corner between Belgium, France and Germany, the Grand Duchy of Luxembourg is one of the smallest European countries (999 square miles. Pop. 300,000). Luxembourg, its capital, is veritably a city of flowers, and it is the ideal centre for sightseeing. In the extreme south-west is the zone of mines, blast-furnaces and steel works, providing the chief commercial wealth of the country. Elsewhere the land is mainly agricultural and pastoral. All the rivers are tributaries of the Moselle.

Despite an apparent feudal atmosphere, the people have a passion for independence. Speaking French, German, and often English, they are most friendly to visitors. The land is like the people. One must fraternize with it: its beautiful scenes, its gentle waters and rich vineyards, its ancient, sleepy villages, its medieval castles, and its hills and forests of the Ardennes. There is an atmosphere of complete peace.

The Grand Duchy is a constitutional hereditary monarchy with a democratically elected Chamber of Deputies and a Council of State.

### **Transportation**

Luxembourg is connected by direct air services with London, Paris and other centres. It is 140 miles (four hours by train) from Brussels, and there are rail links with other European cities. Its internal railway and road systems are highly developed, being first-class for motoring and cycling. Tramways run for some distance into the surrounding country, and there are excellent facilities for motor-bus tours. Horses can be hired locally. The country is a hiker's paradise, special footpaths being provided, which are signposted and marked with colour-splashed trees. Boating is ideal on the rivers Moselle, Our, Wiltz and Sûre (on frontier rivers a special permit must be obtained from the Customs House Offices, Luxembourg).

### **Accommodation**

Hotel accommodation is plentiful, clean and reasonable in price. Particulars of camping sites can be obtained from the *Office Luxembourgeois de Tourisme* (the official tourist information office). There are a number of youth hostels (meals and cooking facilities available). Retreats and accommodation in religious communities can be arranged through the Diocese Office, Luxembourg.

### **Seeing Luxembourg**

The lovely and interesting city of Luxembourg, with its flowers and smiles on every side, is an excellent centre from which to make day excursions into the rest of the country. There exists inside the rocks, on which the town is built, miles of galleries and casemates—truly a subterranean fortress.

It is difficult to name any special beauty-spot in the Grand Duchy as being supreme, for each cherished scene has its champions. The whole is greater than any of its parts: the state more lovely than any site within it. Echternach is the most ancient and picturesque town; Diekirch, the capital of the North, lies amidst lovely scenery; Vianden is romantic; Mondorf is a popular spa; while Beaufort, Clervaux, Larochette and Remich all have their devotees. In the northern tip of the country, in the Ardennes, and along the various rivers are glorious places in which to wander and linger. Esch-sur-Sûre is an ideal escapist spot. Luxembourg has a rich variety of colourful religious ceremonies, village fêtes and wine fairs, many of them dating back for centuries.

Itineraries of the various *Sentiers Touristiques* (tourist footpaths) can be obtained in a booklet issued by the *Office Luxembourgeois de Tourisme*.

## Sports

Excellent fishing in many of the rivers. Many hotels hold fishing rights for their visitors. In the frontier rivers rod fishing is free; elsewhere a special permit may be needed and is obtainable from the local District Commissioner. Good canoeing and bathing facilities. First-class 18-hole golf course at Luxembourg.

## Special Interests

Steel works at Esch (apply *Office Luxembourgeois de Tourisme*).

Octave Procession in Luxembourg (5th Sunday after Easter).

Dancing Procession at Echternach (Whitsun Tuesday).

Wine Festival at Grevenmacher (Maundy Thursday).

Wine-tasting ceremonies in many Moselle villages in autumn.

### **Gastronomical Specialities**

Ardennes ham, trout and craw-fish. Pike. Civet of hare. Thrushes. Quetsch tarts (September only). *Les Pensées Brouillées* (special pastries during Carnival season). Moselle wines. Mirabelle liqueur.

### **Guide-books, Maps and Information**

Blue Guide. Carte Michelin 1:200,000. Larger scale maps can be obtained locally.

Consult the *Office Luxembourgeois de Tourisme* for all travel queries.

### **Suggested 7-day Itinerary**

(fixed centre in Luxembourg)

1, Luxembourg; 2, Luxembourg; 3, Mondorf; 4, Remich and Grevenmacher; 5, Echternach, Müllerthal and Diekirch; 6, Vianden, Clervaux and the Ardennes; 7, Esch.

### **Climate and Season**

Mild. May to September.

(xiv)

## **NORWAY**

### **Historical Sketch**

Norway, one of the traditional homes of the Vikings, was, in the 11th century, part of Canute's Northern Empire. At the end of the 14th century she was again linked with Denmark, and this union continued until 1814, when Norway set up her own constitution and declared herself independent. The European powers had

actually planned that the country should be handed over to Sweden but, after a short war and subsequent negotiations, Norway kept her free constitution but acknowledged the Swedish King as King of Norway, too.

Being a constitutional king, however, he ruled Norway by means of a Norwegian cabinet, so that the union with Sweden was little more than a personal one. In 1905, even this union was dissolved and the country established its own monarchy.

From 1905 to 1940, Norway's foreign policy was one of strict neutrality, although there has been and is considerable collaboration and consultation between the three Scandinavian countries. There is, however, no Scandinavian *bloc*.

In 1940, Germany invaded Norway, using the excuse of Allied mining in Norse waters. Under German occupation, the great majority (98 per cent.) of the population refused collaboration; and in 1945, liberation was secured with the advent of British troops.

### General Survey

Norway is one of the new nations of Europe, but it possesses one of the oldest histories in the world. The Norwegians love their country—the "Land of the Midnight Sun," with its fjords, glaciers, waterfalls, mountains and a thousand scenic wonders. This country, indeed, is the synonym for riotous, savage, monumental beauty. There is nothing quite like it elsewhere on the earth. The physical character of Norway reflects itself in the people, for they are a proud race, stubborn perhaps, but with a passion for individual liberty and independence. Like other Scandinavian countries, the Norwegian social services are maintained at a high level. There is also a



remarkable cultural tradition, very much alive today, and the inhabitants cannot fail to impress the visitor with their noble standards of civilization.

Norway is very long: 1,100 miles in length. Its greatest width is 270 miles. There are 12,000 miles of coastline, off which are 150,000 islands; and there are 5,000 square miles of inland lakes. The interior consists mainly of mountains, divided in all directions by valleys, gorges, lakes and rivers. There are waterfalls by the thousand. Yet, in this country, four times the size of Scotland and equalling the area of New Mexico, the population numbers only three millions, of whom over 400,000 live in the capital, Oslo.

Less than a twentieth of the country is cultivated; over one-fifth consisting of forests, the remainder being infertile—mountains, lakes, and prodigious snowfields and glaciers. This is grand for scenery but hard on the population.

The country lacks coal, but has become a great power-producing country by utilizing, by electrical transmission, its greatest asset—water power. Farming, fishing, forestry, shipping, manufacturing industries, trade and transport are the chief occupations of the people.

Norway is a constitutional democratic monarchy, legislative power being vested in the Storting.

### **Transportation**

Newcastle-Bergen is the quickest sea-route (22 hours) by which to reach Norway from England. There is also a regular service Newcastle-Oslo. By air, you can breakfast in London and lunch in Oslo; and there are air links with New York and other centres. Internally, Scandinavian Air Lines maintain services, even flying to Kirkenes, in the extreme north.

The Norwegian State Railways maintain services covering part of the country. The "express" trains run at a reasonable speed and stop at most stations, thus enabling you to admire the magnificent scenery, for you should, of course, travel by day-trains. In summer, daylight is almost continuous. The most scenic train journey in Europe is that between Oslo and Bergen. There are two classes of day-coaches: second and third. The third class is decidedly *hard* for long journeys, but, as in Britain, the company is usually more talkative and entertaining than in the superior class.

All travellers to Norway should, on arrival, purchase a copy of the *Rutebok*, on sale everywhere. It is the Norwegian timetable for every kind of transport. Master its terminology. It is an entrancing volume, and provides a mass of information and ideas.

Bus services play an important part in linking up even the most distant places of the country. It is an excellent and cheap way to see Norway. Some of the roads are breath-taking and are marvels of engineering skill, being hewn out of the sides of mountains, with occasional tunnels. There are precipices, hair-pin bends and amazing zig-zags. Ask the driver (who usually speaks English) which is the best side of the bus to sit in order to see the scenery to the best advantage. Many buses have special windows in the roof, thus enabling travellers to view the mountains above. The roads are good for private motoring. Care should be taken, however, to note the times of the ferry-steamers, which must necessarily be used at various places, otherwise a return journey of many miles may have to be made. Make sure your brakes are in perfect condition.

Coastal and fjord steamers play their part in linking many places, and you should certainly try to make at least

one such trip. From Bergen up the Sognefjord is an excellent suggestion. Cycling involves much climbing, although you can often get a "lift" in a lorry across the mountains. You should not calculate on cycling more than 50 miles a day. Unless you are a very keen cyclist we do not advise this mode of transportation. Walking, however, is a first-rate way to see Norway, especially as it can be usefully combined with bus-lifts and hitch-hiking. In the latter case motor-drivers are most obliging, but keep to the main roads. Wearing a small Union Jack on your lapel or dress is a good means of introduction. Canoeing is enjoyable in the many fjords.

### **Accommodation**

All hotel accommodation is graded, prices are government controlled and most reasonable. During July and August it is essential to reserve accommodation in advance. An hotel handbook is issued annually by the N.T.A. In certain remote spots in the mountain districts are Tourist Huts, with dormitory accommodation. If you are likely to use these it may pay you to join the Norwegian Touring Club (particulars from the Norway Travel Association). There are also a number of youth hostels where lodging and full board cost only a few shillings daily. Norway is a camper's paradise, and you may freely pitch your tent almost anywhere.

Visitors will find the most scrupulous standards of honesty observed, and thieving is almost unknown. Everywhere you will find yourself treated most hospitably, and in no country are Britons more highly regarded than in Norway.

### **Seeing Norway**

Norway has its travel propaganda excellently organized and the Norway Travel Association issues many highly

attractive folders, etc. These you can get from any travel agent: if you have queries on any travel matter, we suggest you get in touch with the Norwegian State Railways Travel Bureau.

Although Norway covers a very large area, the best part of the country, from the tourist's point of view, is within the Oslo-Bergen-Trondheim triangle. As Nature's masterpieces are the country's chief attraction, it costs nothing to look at them. Apart from short stays in the three centres just named, the balance of your Norwegian holiday should be spent among its mountains, fjords and lakes.

Oslo, Bergen and Trondheim, situated in attractive settings, are all sea-ports. In Oslo make the short trip by ferry to Bygdøy, returning later by tram. First, see the famous ship "Fram," used by Nansen and Amundsen. It has been nearer both the North and South Poles than any other ship. Then, in a nearby shed is the Kon-Tiki raft; while a third building houses Viking ships and relics—together an amazingly interesting display. Not far distant is the Norsk Folk Museum, in the grounds of which are a considerable number of old farm-houses containing rooms furnished in different styles and of various periods. There is also one of the old stave churches.

Back in Oslo, do not fail to visit the Vigeland Park. Here you will see one of the greatest man-made wonders in the whole world. It is a stupendous creation: the work of one man, the Norwegian sculptor, Vigeland. Do not, perhaps, be conventionally "shocked" by the mass of nudes, but use your imagination to work out your own interpretation of the meaning lying beneath the whole conception. Another trip you should not miss is by mountain railway (starting by underground from near the National Theatre) up to Holmenkollen, with its famous

ski-run, or, better still, on to Frognerstet where you can enjoy a marvellous view over Oslo and the surrounding country. There is an excellent restaurant there where you can dine and look out. Night-life in Oslo is not especially interesting, but you should visit Blom's, which is unusual. Taxation on drinks is heavy, especially on spirits, so it is often best to stick to beer. Spirits, in any case, are only obtainable, after 3 p.m., at the more expensive places.

Holidays at a fixed centre appeal to many people, for in Norway, apart from the scenic views right in front of you at an hotel, there are many interesting excursions to be made. It is invidious to offer suggestions in this respect and we can only report on some places to which we would joyfully return: Lillehammer, Balestrand, Geilo, Geiranger, Lofthus. Lillehammer is situated on the hill-side at the entrance to the lovely Gudbrandsdal (a valley). Here, too, is the remarkable Sandvig Open-air Museum. This shows the development of life in the Gudbrandsdal during the last thousand years, and it is illustrated by the actual houses used in the valley. They are so furnished that they give the vivid impression of being actually lived in—just awaiting the return of their former owners.

In Bergen (where there is an unusually heavy rainfall) there is the fish-market, which is an interesting sight; the Bryggen with its fascinating old houses (do not miss seeing the Hanseatic Museum nearby)—and the funicular journey up to Fløyfjellet. The historic Haakonshall, unfortunately, was badly damaged by an explosion during the war.

Trondheim is pleasant without being outstanding. Its historic cathedral has been largely reconstructed. Like all other public monuments in Norway, including museums, the cathedral is only open during very restricted hours.

From this port you can travel to Kirkenes, close to the Russian border, either by train and express bus service, mail-boat or by air. By sea you pass the North Cape. The ships used are adequate but not luxurious. Quite a number of calls are made at small ports, especially by the slower steamers. These include the Lofoten Islands and Narvik. In the far north you are in a part of the world where, during June and July, the sun never sets, but in winter there is a corresponding period of complete darkness.

Here is a recommended 15-day circular tour of Norway: Day 1: sightseeing in Bergen. Day 2: train to Voss, bus to Stalheim. Day 3: bus to Gudvangen, fjord steamer to Balestrand. Day 4: steamer to Vettelfjord, bus to Olden or Loen. Day 5: local excursion to neighbouring glaciers. Day 6: bus to Geiranger *via* Grotli. Day 7: by steamer down Geirangerfjord to Valldal, then bus to Aandsnes. Day 8: steamer to Molde, bus to Gjemnes, ferry to Kristiansund. Day 9: bus to Trondheim. Day 10: in Trondheim. Day 11: train to Lillehammer. Day 12: in Lillehammer. Day 13: train to Oslo. Day 14: in Oslo. Day 15: by day-train to Bergen.

## Sports

Winter sports, mountaineering, fishing, hunting and yachting are pre-eminent attractions in this land of sportsmen, whose feats in international contests are so striking.

For winter sports, excellent centres are at many stations along the Oslo-Bergen railway, at Lillehammer, in the Gudbrandsdal area, the Valley of the Valdres, and the Telemark.

For mountaineering there is the Jotunheimen district ("Home of the Giants") where two of Norway's highest mountains lie. Particulars about this sport can be obtained from the Norwegian Touring Club. There are many fine places, especially in Western Norway, where the angler can hope to catch salmon, sea-trout, etc. Many hotels have fishing rights. Recommended places are Olden, Loen, Aandalsnes and Bulken. Oslofjord is the chief centre for yachting. The Royal Norwegian Yacht Club will furnish information about this sport. Big-game hunting (including elk) is available; and full information can be obtained from the Norwegian Hunting and Fishing Association. Seal hunting off the west coast is an exciting sport.

### **Special Interests**

Folk dancing: Maihaugen and Voss are recommended. National costumes: Setesdal. Timber stave churches at Hitterdal, Borgund and Fantoft (near Bergen). Bird sanctuaries along N. Norwegian coast (Zoological Museum at Oslo will supply information). Mountain flowers (consult the Botanical Museum, Oslo). Summer schools and camps (apply to Oslo University).

### **Suggestions for unusual open-air holidays**

Walking-tour in Norwegian Lapland.  
Climbing expedition in Arctic Norway.  
Visit the tiny island of Grip, near Kristiansund.

### **Gastronomical Specialities**

Abundance of excellent fish and farm produce. *Koldtbord*. There is State control of liquor. Aquavit, made from potatoes and caraways, is an excellent appetizer.

SPRING-TIME IN SWITZERLAND.

Spring is the ideal time to visit Switzerland. Then, the air is clear and the sunshine is bright, and as the snow leaves the valleys, the high pastures become carpeted with lovely spring flowers.







ITZERLAND.

SAMADEN, UPPER ENGADINE.

This is a lovely resort in the eastern part of Switzerland. Lying in the Canton of Grisons, it is a region which will appeal to those wishing to get off the beaten track, for the district is still comparatively unfrequented by summer visitors.

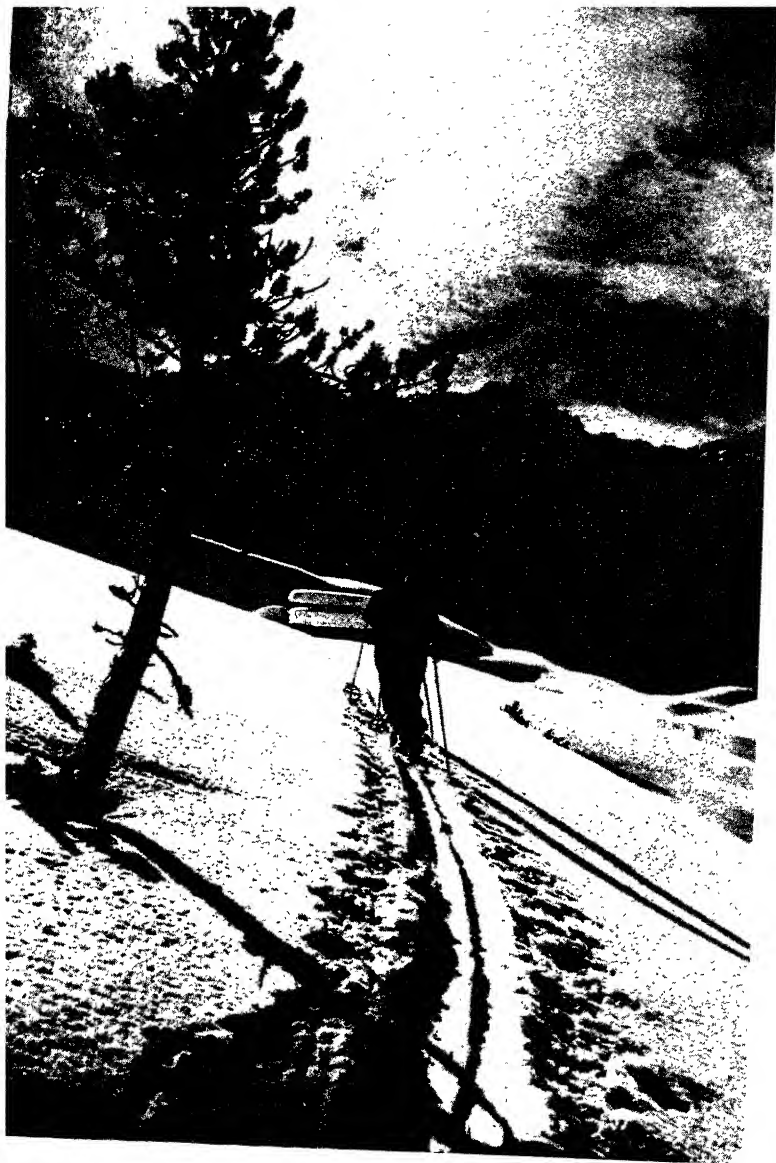


SWITZERLAND.

ST. MORITZ.

Plate 55

This spot has always been a place of pilgrimage. In pre-Reformation days its waters were popular for their healing properties. Now, it has become an ideal resort for British visitors, both in summer and winter. The English



SWITZERLAND.

SKI-ING NEAR DAVOS.

Plate 56

Switzerland is a ski-ing country *par excellence*, both for beginner and expert. Every facility is available, and sun and snow together make the country the most popular in Europe for this most fascinating of winter sports.

### **Guide-books, Maps and Information**

"Come to Norway," by Gordon Cooper. Cook's "Travellers Handbook to Scandinavia." Local guide-books also available. The best maps are those produced by the Norwegian Touring Club. For these and other queries consult the Norwegian State Railways Travel Bureau.

### **Itineraries**

The Norwegian State Railways Travel Bureau will supply you with a variety of suggestions.

### **Climate and Season**

The Norwegian climate, owing to the Gulf Stream, is much milder than one might expect. Daylight is long in the summer months, short during the winter. Mid-May to mid-September is the best season for a visit, unless you wish to go in for winter sports. Then February to the end of April is the season.

(xv)

## **POLAND**

### **Historical Sketch**

Poland, in truth an outpost of European civilization, is without natural boundaries. In consequence, she has suffered tragically in her position as a buffer-state, exposed to the predatory ambitions of Russia, Prussia and Austria. Throughout history the Poles have displayed the greatest heroism in war, only to find themselves weakened in peacetime by lack of unity amongst themselves.

Poland has endured four partitions; three of them at the hands of 18th-century rulers. After the third partition in 1795, Poland almost ceased to exist. After the First World War, however, a new Poland came into being. By this arrangement, East and West Prussia were separated by the Polish "Corridor," a strip of land leading to the mouth of the Vistula, thus providing her with direct access to the sea. Danzig was made into a Free City. In 1939, Germany invaded and annexed the "Corridor." At the same time, Poland was also attacked on the east by Russia. During the Second World War, Polish forces played a valuable part in the Allied ranks. As a result of victory, the new Poland has had to surrender some of her eastern lands to Russia, but has been given considerable tracts which previously belonged to Germany. She is now a Communist State.

### **General Survey**

Covering an area equal to that of the British Isles (including Eire) or New Mexico, Poland's population totals 24 millions. Bordered in the north by the Baltic, with a sea-coast 350 miles in length, on the east by Russia, on the west by Germany and in the south by the Carpathians, most of the country is flat, except in the south. There are vast forests in the East. Two-thirds of the population engage in agriculture, but there is great mineral wealth, including coal. General building reconstruction following vast war damage is a task which is likely to engage much of the country's activities for many years to come.

### **Accommodation**

There has been a considerable improvement in the standard of accommodation for visitors, especially in

Warsaw. There are some good hotels in the Tatras. Camping is feasible without being specially recommended.

### Transportation

There are regular services by sea from London and Southampton to Gdynia, *via* Copenhagen. There are air services to Warsaw from Paris and Brussels. Poland can also be reached by through-coaches on trains from Paris; and *via* Prague (change). Cycling and hiking are not recommended except in the Tatras and Lower Silesia. Canoeing is possible on several of Poland's rivers, including the Oder and Vistula. Enquiries regarding transportation in Poland should be made from any travel agent.

### Seeing Poland

Poland, we feel, is a country for the traveller who is inquisitively minded. It is a land busily engaged in rebirth—reconstructing the vast war damage it incurred and in planning a new order. If you are interested in this exciting form of life, then Poland will undoubtedly interest you. It has other attractions, too, for the more conventional type of traveller. There is Cracow, for instance, the ancient capital, which largely escaped war damage, with its great Market Square—the largest in Europe. In its centre stands the medieval Cloth Hall, whilst nearby is the splendid church of St. Mary.

Around are narrow streets, dominated by the Royal Castle on the Wawel, and by the Cathedral in which are the greatest treasures of the Polish nation and the tombs of her kings and national heroes.

One remarkable custom is still maintained in Cracow. From the higher tower of St. Mary's Church, on the stroke of every hour, a trumpeter sounds the time of day. The

tune of the call ends on a broken note. This tradition dates back 700 years. In 1241, Tartars were besieging Cracow. While defenders fought on the ramparts, the life inside the city was maintained, and so the trumpeter of the day climbed to the church steeple to sound the hour. Before he could finish, a Tartar arrow struck him and the tune died in mid-air. So it has remained, unfinished.

In the lovely Tatra mountains, Zakopane is the chief resort, and it has been the scene of the world skiing championships. All around, winter sports and mountaineering can be enjoyed. There are lovely parts, too, in Southern Silesia. Oppeln is a town of historic interest.

### **Sports**

Winter sports in the Tatras and Southern Silesia.

Yachting in the Baltic.

Angling in the rivers of the Tatras (trout).

Shooting bison and lynx in the forests of Eastern Poland.

### **Special Interests**

Ancient salt mines at Wieliczka (near Cracow), the largest in Europe.

Prehistoric Slavonic village at Biskupin, near Poznan.

National Park of Bialowieza (rare elk and aurochs).

Polish dances, costumes and customs. Cracow is an excellent centre. At Lowicz there is an interesting Easter procession. The Tatras also maintain much that is of human interest.

Warsaw, Poznan and Cracow are the chief university centres.

Pilgrimage to Czestochowa.

**Gastronomical Specialities**

Barszcz (soup). Polish sausage. Bigos (pork and cabbage). Mazurek (an Easter pastry). Vodka. Miod (a honey drink).

**Guide-books, Maps and Information**

Enquiries should be made at the offices of Orbis in Poland.

**Climate and Season**

Mid-European conditions. Dry cold in winter, hot in summer. The country, however, can be visited by the interested traveller at any time of the year.

(xvi)

**PORTUGAL****Historical Sketch**

Portuguese kings, from the 12th century, successfully maintained the independence of their western strip of the Iberian peninsula against the Moorish kingdom of Granada.

In the 15th century, Portuguese seamen, inspired by Prince Henry the Navigator, carried out some of the most remarkable voyages in history. They discovered a new route to the Indies, round the Cape of Good Hope, for example. This resulted in Portugal becoming one of the richest lands in Europe. Later, however, the country was annexed by Spain, and it was only by means of a revolution that she regained her independence in the 17th century. She did not, however, regain some of the valuable colonies that she lost. Despite this, Portugal still remains one of the great colonial powers. Portugal has an historic alliance with Britain, and is, in fact, England's oldest ally.



### **General Survey**

Four centuries ago, Portugal changed the map of the world by her epochal achievements in discovery. The vast wealth that poured into her treasury did much to change the course of human affairs. Today the country has many ancient buildings, great wealth in her churches, interesting survivals in costumes and customs, all of which form a monument of her former greatness. In addition to these historical associations, there is much scenic beauty. The people are courtly and pleasant, quite a number being fair and blonde. Of recent years, new life has stirred this historic nation, and Portugal's programme of rehabilitation and reform is to be seen in many places.

Portugal, about the size of Scotland or Maine, has a population of eight millions. The country is mountainous and only one-third of the land is cultivable. Vineyards abound and wine-making is one of the chief industries. The supply of cork from the forests and the sardine fisheries are also important in her economy.

### **Transportation**

It is a pity that the cost of reaching Portugal from Britain is so high, for it undoubtedly deters many tourists from making a visit. By far the best way is by air, Lisbon being linked with many of the world's main centres. Journeys by boat are irregular, and there is often difficulty during the summer season in securing return accommodation. The rail journey is *via* Paris and through Spain. This means three days and two nights of travel each way unless you go by the Sud Express (at considerable added expense).

There are fair train services, supplemented by many bus routes; and fares are low. The main roads are good. Cycling and walking are pleasant for those who wish to get away from the beaten track of tourism.

### Accommodation

In the main centres and at the seaside resorts there is a wide variety of accommodation. In the country villages tourists should stop at pensions, where they will be surprised at the low charges. There are a number of modern *Pousadas* (road houses) controlled by the Secretariado Nacional de Informação, but your stay in any one place is limited to five nights. Camping is feasible almost anywhere. There are no youth hostels.

### Seeing Portugal

Portugal, a land of colour, sunshine and warmth, is mainly a place in which one can escape the English winter. But there is much else that will appeal to the interested traveller. Lisbon, the capital, standing on an estuary of the Tagus, is built on a series of low hills. Among its outstanding buildings are the famous Tower of Belém, and the 16th-century Convent of the Jeronimos with its magnificent sculptures and cloisters, the finest ecclesiastical building in Portugal. Here lie the remains of Vasco da Gama, Camoens (the great Portuguese poet) and many national heroes. Other outstandingly beautiful buildings are the Church of St. Roque, with its chapel of St. John, containing the most amazingly rich decorations, and the beautiful Church of St. Vincent, with the adjoining Pantheon where all the Braganza kings are buried. The unique and interesting Coach Museum has a wonderful collection of coaches, in some of which there is the work of Ruben's workshop. The Avenida da Liberdade is one of Europe's finest thoroughfares.

Within easy reach of Lisbon are Estoril, a fashionable seaside resort, Mafra, famous for its enormous Convent and library, Sintra, with the magical Pena Palace built on

the peak of a mountain, from which wonderful vistas are obtainable, and the Royal Palace, a sumptuous and interesting building.

Half-way on the road to Coimbra are Alcobaça, Batalha and Tomar, all well worth a visit because of their magnificent historic buildings. Coimbra, possessing the third oldest university in Europe, is a beautiful city, replete with monuments of architectural and historic interest. Its cathedral is the most remarkable Romanesque building in Portugal, whilst the University's Library contains many precious manuscripts and books. Further north is Oporto, which gives its name to the famous port wine. It is a fine city with some interesting old buildings.

Not far distant from Oporto is Braga, a city of very ancient origin and containing another outstanding cathedral. Three miles from Braga is Bom Jesus do Monte, a popular place of pilgrimage.

### **Sports**

Bull-fights are the national sport, taking place from the end of April to October. They are far more humane than the Spanish bull-fights.

Angling for trout in Northern Portugal.

### **Special Interests**

Visit to a wine lodge at Vila Novade Gaia (near Oporto).

Religious Festivals during August and September.

Local costumes, particularly at Minho.

Gardens at Montserrat, laid out by an eccentric English millionaire.

Summer School (in Portuguese) at Coimbra. Apply to the University there.

**Suggestions for unusual open-air holidays**

Walking and cycling tours along the Douro Valley and the River Mondego.

Lazing at Nazare, a typical Portuguese fishing-village.

Camping at Arrabida, a scenic centre, Luso-Bussaco, Canas de Senhorim, etc. (useful booklet and advice from Tourist Information Office).

**Gastronomical Specialities**

Egg-sweets. Iscas (calf's liver dish). Collares (red wine).  
Amarante (white wine). Port wine. Madeira wine.

**Guide-books, Maps and Information**

Blue Guide to S. Spain and Portugal.

"To Portugal," by Douglas Goldring (Rich & Cowan).

"The Selective Traveller in Portugal," by Bridge and Lowndes (Evans).

"Peeps at Portugal" (for Lisbon and neighbouring countryside).

Road maps are issued by the Vacuum Oil Company. Can be obtained (along with other tourist information) from the Portuguese Information Bureau (in London) or from the Secretariado Nacional de Informação (Lisbon).

**Climate and Season**

The climate is very hot during the summer months, although it is very pleasant at the seaside. The winter months are particularly agreeable, while the spring and autumn are good for sightseeing also.

(*xvii*)

## SPAIN

### Historical Sketch

After centuries of division into many kingships, Spain achieved political unity in the 15th century when Ferdinand and Isabella united Aragon and Castille.

By financing Columbus's voyage across the Atlantic, Isabella sowed the seeds of a great empire in the Americas. To the Spanish Crown were added, by inheritance, the Low Countries and most of Italy. Spain thus played a dominant part in European politics. At the same time she drove out the Moors, who had been established in much of the country for 700 years.

Spain won her glory as the champion of Christianity against Islam, but, continuing this rôle, she wasted her resources in fighting Protestantism in Europe. Her decline began under Philip II, who sacrificed everything to fight for his faith, wherever it was endangered. Thus, Spain became weakened and finally lost her position as a Great Power. The Netherlands successfully revolted, English seamen swept her navy from the seas, and at a later date the American colonies achieved their independence with the aid of the United States.

In the present century, Spain has been torn by internal dissensions. The monarchy was abolished, civil war ensued and a republican government came into being. A few years later, a rebel rising of the Nationalists under General Franco developed into a bitter struggle, culmi-

nating in the defeat of the government. Since then, Franco has ruled Spain as a dictator.

### **General Survey**

Any brief account of Spain must be lamentably inadequate. It is one of the most interesting and fascinating countries in Europe, and no intelligent traveller should miss paying a visit at least once in a lifetime. Even though such a trip enables you to see only some of the "high-spots," it will certainly encourage you to return again, with added zest, to this delightful land. Do not let political propaganda deter you. When you are in Spain, be tolerant and discreet, as all sensible travellers should be, and you will find yourself welcomed by a charming people. The country is, indeed, a land of romance where even the poorest inhabitants convey the feeling that they understand the true art of living. Where else can one hear so much singing on every side?

Covering an area twice as great as that of the United Kingdom or Oregon, Spain's population numbers 28,000,000, and there is a wide variety of types. From north to south the distance is 500 miles, while the country's greatest breadth exceeds 600 miles. The productive comprises 90 per cent. of the total area, but less than half of this is under cultivation, the remainder being occupied with pastures and mountains. Agriculture (fruit and rice), wine manufacture and mineral production form the main industries.

### **Transportation**

Spain is generally entered by way of the Pyrenees, Gibraltar or Cádiz. Coming from France by train, you cross the border to Irun (for Madrid), or at either Puigcerda or Port-Bou (for Barcelona). You must change,

however, at these border stations, for the Spanish railways have a different gauge of track. By air the journey from London or Paris is much quicker and more comfortable.

Main-line trains in Spain provide good services. On local lines, patience, however, is needed; still, they can be great fun for the leisurely traveller. The roads can only be considered fair for motoring, and are not really suitable for cycling. There are quite a number of bus services, but again you must have a patient temperament to enjoy this form of travel. Hiking, combined with hitch-hiking, offers an unusual holiday, perhaps not suited to everyone. A journey on a horse or mule is a philosophic way of really studying the country and its people. There are coastal steamer services between Spanish Mediterranean ports, and the sea-trip to the Balearics from either Barcelona or Valencia can be made by either day or night service, taking about 11 hours.

In the Balearics there is a fair service of trains, and crowded buses. The best way to explore these delightful islands is on foot.

The rivers of Spain are not recommended for canoeing.

## Accommodation

The hotels in the main centres are good and reasonable. You will be surprised at the high standard of cleanliness. Along certain main roads are *paradores* (road-houses) run by the Spanish State Tourist Department and situated at strategical points far from large towns. They are modern, comfortable and delightful. In the smaller towns the quality of accommodation varies, and it is best to enquire from fellow-passengers on trains or buses as to their recommendations. There are no youth hostels, and while camping is feasible we would not strongly advise it.

Café life is a great feature of Spain. Mention should

be made that the times of meals vary and punctuality is not to be depended on. The evening meal is customarily late and is usually eaten between nine and eleven.

An unusual place in which to stop a night or two is the great Monastery at Montserrat, 30 miles north of Barcelona, and the legendary home of the Holy Grail. It is a vast place with accommodation for 5,000 persons. Its Black Virgin is famed throughout Spain, and her blessing is asked by many newly-wed couples.

### Seeing Spain

The main interests of Spain are to be found in its cities, with their historic buildings and wonderful art treasures, and not in the countryside, which often lacks interest.

The cities which every visitor should try to see are Granada, Seville, Cordoba, Madrid, Toledo, Burgos and Segovia (in that order). Runners-up to this list would include Avila, Valencia, Salamanca, Ronda and Barcelona.

Owing to the long and rather difficult train journeys, it is necessary to plan your itinerary carefully. Burgos can be visited either on the way to, or coming from, Madrid. The capital itself is a good centre from which to see Toledo, Segovia, Avila and Salamanca. When you travel south, the cities of Seville, Cordoba, Granada and Ronda are all fairly close together. Valencia and Barcelona, both on the Mediterranean seaboard, can be visited on your way to the Balearics (travelling from one of these ports and then returning to the other). You should certainly try to fit in a day or two, at least, in these lovely islands.

One of the secrets of enjoying Spanish cities is to discover many of their charms for yourself. Make a practice of strolling around and browsing—"getting lost," in fact. All the time you will chance upon the most



captivating nooks, crannies and vistas; and nowhere else in Europe can you see more lovely gardens and sunsets.

It will be simplest, we think, if we detail the cities we have named, giving a brief idea in each case of their outstanding characteristics.

### **Madrid**

Madrid is noisy and modern, but it has the Prado Museum, one of the first in Europe, with its magnificent collection of pictures by such great Spanish artists as Velasquez, El Greco, Murillo and Goya. Nowhere else can you see such fine examples of their art. The capital, moreover, will serve as a good centre from which to visit the following neighbouring places :

### **Escorial**

This vast palace, an "eighth wonder of the world," lies 32 miles from Madrid and is easily reached by train or bus. Built by Philip II as a penance, it covers an area of 12 acres. It has 120 miles of corridors, 36 staircases, 1,200 doors, and so on, and here one can see the tombs of many Spanish kings. The place is magnificent but rather dreary. Still, it is well worth a visit, and one can see the more important rooms in two or three hours.

### **Toledo**

This, the most Spanish of cities, is the essence of historic Spain and a great museum. It is the religious capital of this Catholic country. Here you can view one of the world's greatest cathedrals. (In its Mazarabe Chapel a mass is still said daily according to the ancient Visigothic ritual). As you wander around the city there are many places to see that will remind you of El Greco: the Museum San Vicente and the Casa del Greco, the latter

with a most charming garden. You should "browse" in Toledo, and do not forget, if you have the time, to walk along the south bank of the Tagus from the Bridge of St. Martin to the Alcantara Bridge. Stroll up to the top of the nearby hill—and you will see a view you will never forget.

### **Burgos**

The birth-place of the legendary Cid—the national champion of the Spaniards against the Moors, who occupies the same sort of position in Spanish romance as King Arthur does in English legend. The city holds a large number of artistic treasures, including its magnificent cathedral and its Monastery of St. Domingo de Silos.

### **Avila**

Perhaps Europe's finest walled town. Its great wall, one and a half miles long and without a break in it even today, was built in nine years during the 11th century, and has 86 towers and ten gates.

### **Salamanca**

Spain's oldest university city. It is a typically Spanish Renaissance town, among whose golden stones still survives an atmosphere of learning that awakens memories of the great and famous scholars of its university, once the rival of the Sorbonne and Oxford.

### **Segovia**

Sixty-five miles distant from Madrid. It has many magnificent Romanesque buildings, but its most historic monument is the glorious Roman aqueduct, dominating the city and still in a wonderful state of preservation.

If you can spare the time before leaving Madrid, pay a visit to La Granja—a Versailles in Castille, built by Philip V to rival the well-known French palace. Its numerous cascades and fountains are superb.

Leaving Madrid, we take you to the following places :

### **Granada**

Here is one of the few " Five Star " cities of the world. It is unique. At the foot of Sierra Nevada, its Alhambra and its Generalife have a grandeur, a charm and a beauty which are incomparable. We can think of no more glorious travel memory, so do not miss this jewel of Moorish art. You will also love the typical Spanish gardens in this city.

### **Seville**

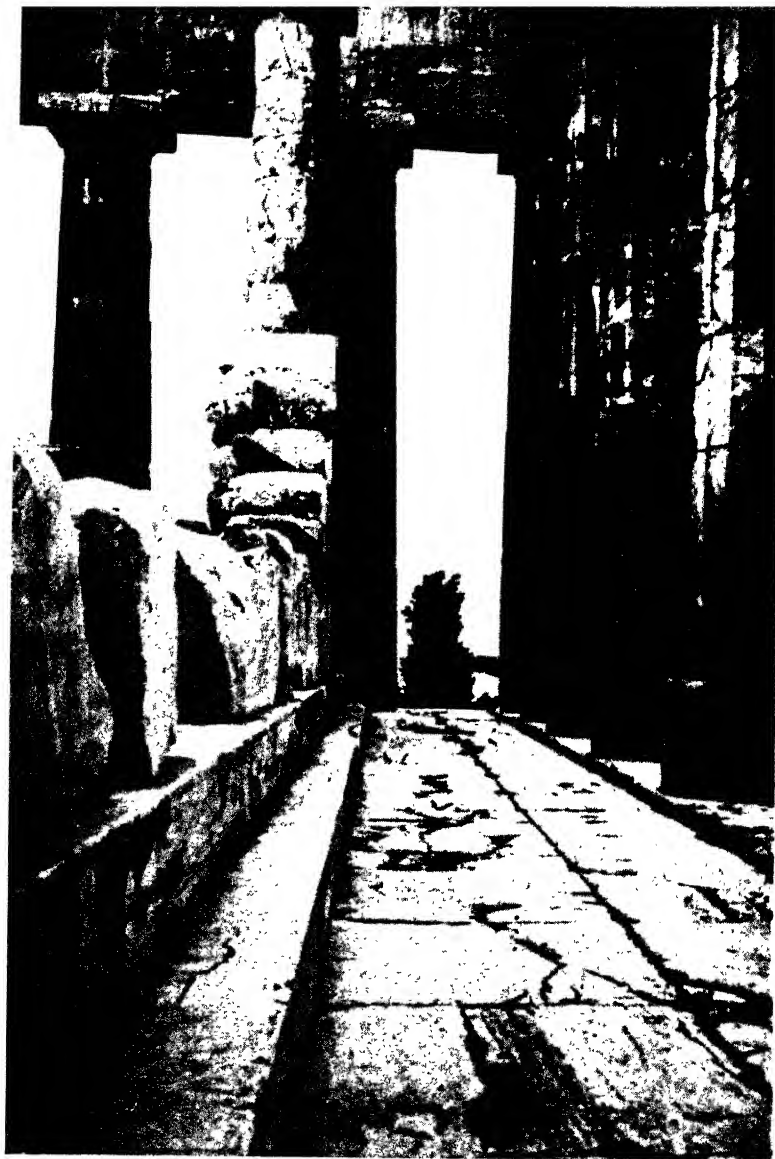
This city is different from Granada, but likewise it is a gem of Andalusia—delicate, perhaps, rather than marvellous. It has colour, beauty and the grace of outline, with fountains playing in shady patios and lovely gardens. Its cathedral with the Giralda Tower is exceptional, and the Holy Week processions are outstanding among the many still held in Spain. The *Feria* (fair) which follows the religious spectacle is fascinating as a picture of Spanish life. Then, there are magnificent Murillos to be seen here.

### **Cordoba**

Quite a modern city, but its cathedral, a former Moorish mosque, is one of the wonders, not only of Spain, but of the world. Inside, you will find yourself in a forest of slender columns and double arches.

### **Ronda**

A town that lingers in the memory like Bruges and Visby. We cannot analyze its charm—but we feel sure you will never regret going there.



GREECE.

ACROPOLIS, ATHENS.

Plate 57

Every civilized person will wish, at least once in their lifetime, to visit the grandeur that was Greece. Who can describe its lovely scenes? Sea, sky, earth, all dancing in light, and the senses intoxicated with its incomparable ruined monuments of a distant past.



GREECE.

STREET IN MYKONOS, AEGEAN SEA.

Plate 58

The isles of Greece offer to the thinking traveller a sublime beauty which is unforgettable. To the escapist there comes an exultant pleasure in living amidst their classic scenes and in an environment which has changed little through the centuries.

ANDORRA.

ANDORRA LA VIEILLE (ANDORRA THE OLD).  
Andorra is one of the world's smallest republics. The streets of its  
tiny capital are narrow and tortuous, its stone houses plain and sombre.





LIECHTENSTEIN.

VADUZ CASTLE.

This is the home of the ruling Prince and lies on the outskirts of the country's capital, Vaduz. Only 60 square miles in area, this tiny state, lying between Austria and Switzerland, has a native population of 10,000.

### **Balearic Islands**

The Balearics consist of the islands of Majorca, Minorca and tiny Iviza—all are delightful spots where the cares of the world can be forgotten. Palma (capital of Majorca) has a marvellous cathedral, and the Caves of the Dragon, with an underground lake, at Manacor are very remarkable. In the interior of the island folk songs and dances are still performed.



Cádiz, Valencia, Malaga, Tarragona, Alicante, Santiago—the list is endless of all the wonderful places for which we have no space to give even the shortest description. Many people, too, have recently “discovered” the charms of the Costa Brava coast, which runs north of Barcelona to the French border. Here there are some delightful, colourful seaside villages and little ports.

### **Sports**

Bull-fights can be witnessed all over Spain. They take place on Sundays, Thursdays and Feast Days, from Easter until the end of October.

Pelota, the Basque ball-game, is a public spectacle performed by professionals.

### **Special Interests**

Summer schools and travelling holiday courses are organized by the Institute of Hispانية Studies, University of Liverpool.

Rock-paintings in the Caves of Altamira (18 miles west of Santander), dating back at least 15,000 years.

Gardens. An outstanding one is the Parque de Maria Luisa, in Seville.



Holy Week in Spain. (Outstanding: Seville, Granada and Montserrat).

### **Suggestions for unusual open-air holidays**

Rambling on foot or on mule in the mountains of Asturias, Cantabria and in the Basque country.

A journey along the "Costa Brava"—the coastal road running from the Pyrenees south.

Following the route of Don Quixote.

### **Gastronomical Specialities**

Paella (rice and chicken). Tortilla de patata. Sherry. Aguardiente (a kind of absinthe).

### **Guide-books, Maps and Information**

The Tourist Guide-book of Spain (The Green Guide Series). British Agents: Edward Stanford Ltd.

Blue Guide to N. Spain and the Balearics (out of print).

Blue Guide to S. Spain (out of print).

Good large-scale maps are not easily obtainable. Enquire, however, from the Spanish State Tourist Department, and for other travel queries.

### **Suggested 14-day Itinerary**

(entering Spain at Irun)

- 1, Burgos; 2, Madrid; 3, Toledo; 4, Escorial; 5, Segovia,
- 6, Avila; 7, Salamanca; 8, Granada; 9, Granada;
- 10, Ronda; 11, Seville; 12, Seville; 13, Cordoba;
- 14, extra day for travel.

### **Climate and Season**

Dry, exhilarating and delightful during the spring and autumn. Can be very hot in summer and extremely cold in winter (especially in places of high altitude, like Madrid).

### **Language**

Spanish (many local dialects), Catalan, Basque. English not generally spoken or understood.

*(xviii)***SWEDEN****Historical Sketch**

Traces of man and habitations going back as far as the Stone Age have been found in Sweden. Skeletons indicate that the people of that era were of the same race as those living there today. There was no national unity or central authority, however, until the fifth or sixth centuries A.D. During the so-called Viking Age, the Swedes, like their fellow-Scandinavians, often expanded into other countries, acting both as traders and free-booters. The Swedes concentrated on the East, crossing the Baltic and following the Russian rivers inland until they reached the Black Sea and Constantinople. Many modern Russian place-names have Swedish origins; the word "Russia," or "Russ-land," itself can be traced to the Swedish word for the numerous "rod-dare" or boatmen who came from Roslagen or "the country of rowers," in eastern Sweden, north of Stockholm.

Until about three centuries ago, Sweden made frequent attempts at expansion through military conquest, particularly across the Baltic. In the 13th century, Finland was Christianised and then incorporated in the Swedish realm, as part of which it remained for over 600 years. In the 16th and 17th centuries various Baltic provinces were forcibly acquired, and by participating successfully in the Thirty Years War, Sweden became one of the leading military powers of Europe. By the peace terms more territory was acquired in northern Germany, so that during the latter half of the 17th century the Baltic was all but surrounded by Swedish domains. Wars with Denmark

and Poland, as well as with Russia, marked this era. In the struggle with Russia, Sweden's Baltic Empire was lost. A hundred years later Finland, too, was conquered by Russia. Sweden, nevertheless, retained its natural frontiers and within them has remained at peace since 1814.

From 1397 to 1523 Sweden, Denmark and Norway were all ruled by the same sovereign. Then the Swedes chose their own king, while Denmark and Norway continued under a common ruler until 1814. Becoming largely autonomous, Norway then accepted the same king as Sweden. In 1905, this union was peacefully dissolved.

### **General Survey**

Sweden is a vast country of lakes, forests and mountains, half its area being covered by forests. At the same time it is one of the most advanced countries as regards social and educational services. Its democratic civilization will appeal to many visitors.

Territorially, Sweden is the fourth largest country in Europe, its area being half as large again as that of Britain and Ireland combined (three times the size of Wisconsin); but having less than 7,000,000 population, it ranks as a smaller power. Ten per cent. of the population live in Stockholm, the capital. Except for 6,000 Lapps and 35,000 Finns living in the northern sections, the population is homogeneous. The country extends almost a thousand miles from north to south, but measures only about 250 miles from east to west.

Immense areas of the country are sparsely populated, and as they unroll before the eyes of a traveller, offer an infinitely varied panorama of scenery—sea and shore, mountains, lakes, rivers, waterfalls and rushing streams, dim forests and ancient castles. In the far north is little-

known Lapland with its unforgettable and wild beauty—its massive mountains and blue lakes. Sweden also is the land of Stockholm, a magical city and unique in its kind among the smaller capitals of Europe—"The Venice of the North."

Ten per cent only of Sweden is farming land. Its agriculture is conducted on the most up-to-date lines. The country is definitely industrial. Wood and metal products make up the main share of its production. It is the home of such world-famous quality products as Aga-beacons, Electrolux refrigerators, Laval cream separators, Ericsson telephones, Nobel's dynamite, Bofors cannons and bomb-sights, and Johansson's measuring instruments—all examples of the professional skill of its people.

Coal is limited, but great use is made of water-power ("white coal") for electrification. In the far north are large deposits of iron ore.

Sweden is a constitutional monarchy. Legislative power is vested in the Riksdag, after Britain the oldest parliament in Europe. It is divided into two houses.

### Transportation

Sweden can be reached by a variety of sea routes, the most direct from London being to Gothenburg. The following are alternative routes:

London — Harwich — Esbjerg — Copenhagen — Malmö.

London — Ostend — Cologne — Hamburg — Copenhagen—Malmö.

London — Harwich — Hook — Padborg — Copenhagen—Malmö.

There are excellent air services from London, New York and most continental centres. Internally, many air services operate. One can also travel by weekly bus

services (*de luxe*) from Basle, Nice, Prague, Paris, Rapallo, Brussels, etc., to Stockholm.

If you arrive by sea at Gothenburg, Sweden's biggest port and its gateway to the West, we suggest you travel by boat along the Göta Canal in order to reach Stockholm. It is a wonderful scenic trip taking 60 hours, and is a holiday in itself. The boats are necessarily small but are most comfortable. By rail there are two routes, the most direct taking less than seven hours. The more interesting journey, however, is by the alluring Bergslagen route. It takes you through some of the finest Swedish scenery. The time taken is 12 hours, but you would do well to make a night's stop in one of the lovely, romantic towns of Värmland.

Sweden has excellent roads for motoring and cycling. It is the only country in Europe outside the British Isles in which left-hand driving is still the rule. There are good bus services everywhere, including Lapland. Walking is recommended in certain parts; and Sweden is a paradise for the canoeist, especially along its coastline and the archipelagoes, and on the rivers and lakes in Dalsland and northern Sweden.

### **Accommodation**

The standard of hotels of all grades is high. There are also youth hostels, mountain tourist stations, mountain huts and camping sites. The Swedish Touring Club will supply information about all accommodation.

### **Seeing Sweden**

Sweden is an easy country for the visitor to enjoy. There are so many things which cannot be seen elsewhere, and in few countries is there as much for one to see. Above all else, Sweden is a land of colour. It is hard to

take your eyes off the landscape. The delicacy of its opal-tinted skies, the purple of its heaths, the silver of the birch trees, the deeper green of spruce and fir, the red tint of the wooden houses all over the land—all these colours blend into an unforgettable picture. Here, too, is a land filled with legend and fairy-lore. But there is also sport in great variety.

Seeing Sweden means commencing with Stockholm. The capital is rich in museums, fine public buildings, private homes and fascinating shops. The architectural standard and the art of design is found on a pre-eminent level. The city intoxicates with its beauty, lying as it does amidst glittering waters. You will, of course, want to see Stockholm's remarkable Town Hall, one of the most outstanding modern architectural creations. To wander through its Grand Gallery, the Blue Hall, the Golden Chamber and other rooms is sheer delight. Then, there is the National Museum, rich in treasures; and do not fail to visit the fascinating Skansen Park, where ancient houses and farm-homes can be seen, illustrating vividly Swedish peasant-life in olden times. Adjoining this park is an excellent zoo.

Close to Stockholm is the Castle of Gripsholm and Drottningholm Palace (a Swedish "Versailles"), both fully justifying a visit. Many short water-trips can be made in the Archipelago, where there are thousands of wooded islands, many of them veritable "escapist" haunts.

Visby, reached quickly by air or by an overnight sea-trip is well worth a visit. Known as the "city of ruins and roses," it was, during the 12th and 13th centuries, the most powerful, largest and richest city of the Hanseatic League. Today it slumbers, its great ruined churches covered with roses. Surrounded by a two-and-a-half mile wall (13th century), it forms a remarkable

historic relic of the great trading cities that existed in the Middle Ages, and is, indeed a delightful spot.

Back in Stockholm, your next journey could be to the Province of Dalecarlia, pausing for a few hours at Uppsala, the country's old capital. Here is Sweden's most important university, a great cathedral, the burial-place of many Swedish kings and queens, and, close-by at Old Uppsala, are the ancient burial mounds of the prehistoric Swedish rulers.

Dalecarlia is beautiful, both in summer and winter. Mora and Leksand are recommended centres at which to stay, and if you can manage to be there on mid-summer's night (June 23-24) you will see the natives dancing all night around the Maypole, dressed in their national costumes (which are also worn on Sundays).

From Dalecarlia, if you have the time, continue on to wilder Jämtland with its mountains, lakes, foaming rapids and forests. Åre is a good centre, and the countryside is ideal for walking and angling. An interesting extension to this tour could be made by train from Åre to Storlien, which is a good centre for mountain excursions, and even further on the same railway line to Trondheim in Norway.

If you wish to visit Lapland, the train from Stockholm will take you to Abisko in 20 hours. Abisko and Riksgransen are both good centres for exploring Lapland by motor-boat on the great lakes. In the north you can visit the Great Fall National Park and see there the great glaciers. You will also observe the migrant Lapps with their reindeer. It is a wonderful land—immense, exhilarating, unique. The air alone is a great tonic. The Mid-night Sun is visible from early June until the middle of July at Abisko, and later in the surrounding mountain regions.

The provinces of Värmland and Scania are beautiful in different ways. Värmland, streaked by the lovely Lake Glavafjorden, is the magic abode of poetry, saga and song. Here was the home of Selma Lagerlöf, the Queen of Swedish literature, at Mårbacka. Karlstad is a good centre in this province.

Scania, in southern Sweden, is the most densely populated province, having the richest countryside. Here are many picturesque villages, old castles and manor-houses, the latter often surrounded by moats and beautiful beech trees, the whole forming a delightful picture.

We think you will love Sweden, and we are sure you will wish to return to this hospitable and alluring land.

### **Sports**

Winter sports and mountaineering, especially in Lapland (February-April).

Angling (Norrland rivers recommended).

### **Special Interests**

Summer school (for foreigners) at Uppsala. Held during three weeks in August. Particulars from: Uppsala-studenternas Kursverksamhet.

The Swedish Institute for Cultural Relations also hold a fortnight's course in the capital.

Bird Sanctuary, Gotland. National Park, Lapland.

Rune stone engravings and cromlechs (Västergötland and Östergötland); also "picture stones" (Gotland) and chambered tumuli.

National costumes (the best are seen in Dalecarlia).



**Suggestions for unusual open-air holidays**

Walking-tour in Lapland or through Jämtland.

Sailing off the Swedish coast.

A week on the "Tåghem"—a special train which acts as a "base camp" for mountain expeditions and rambles.

Various motor-coach tours organized by the Swedish State Railways, including the one to the North Cape which takes you into Finland and Norway.

**Gastronomical Specialities**

Smörgåsbord. Crawfish (August and September). Swedish schnapps (Note: Swedish liquor restrictions are somewhat complicated).

**Guide-books, Maps and Information**

"Sweden—Past and Present" (Swedish Travel Bureau).

Full range of guide-books obtainable in Stockholm and other centres. Maps from the Swedish Touring Club. Information from the Swedish Travel Bureau.

**Suggested 14-day Itinerary**

- 1, In Gothenburg; 2, On Göta Canal; 3, On Göta Canal; 4, On Göta Canal, arr. Stockholm; 5, In Stockholm; 6, In Stockholm; 7, Trip to Gripsholm, leave by night boat for Visby; 8, In Visby; 9, In Visby, leave for Stockholm; 10, Uppsala; 11, Rättvik; 12, Rättvik; 13, Karlstad; 14, Karlstad, leave for Gothenburg.

**Climate and Season**

Temperate owing to influence of Gulf Stream, but more severe in north. The climate, however, is dry. Apart from winter-sport visitors, the months May to September are the best for visitors.

**Language**

Swedish is the sole language. English and German are often understood in the towns.

(xix)

## SWITZERLAND

### Historical Sketch

Switzerland is unique amongst European nations in that she consists of three distinct racial elements, successfully federated together under democratic rule since the 14th century.

The land was at first part of Suabia in Imperial territory. Its mountainous character fostered a spirit of independence, however, amongst the inhabitants, and encouraged the development of communes. At first the people looked for protection to the Emperor against the nobles. Then, in an Imperial interregnum, the three Forest Cantons bound themselves into a perpetual league, which, 30 years later, defeated the Imperial army. Other states gradually augmented the League, and after 1393 the independence of the Swiss Republic was acknowledged.

Though the states were federated, there was no uniformity of internal organization. The pure democracy of the Forest Cantons contrasted with the power delegated to the magistrates in what were once Imperial cities. The diverse states were, however, united by common interests into a federation which has survived to the present day.

Switzerland has, moreover, largely because of her strategic position, been able to preserve her neutrality in the midst of European conflicts. Her mountains are natural boundaries; while the gap at Basle is well fortified.

The success of the federation also renders the inhabitants immune to suggestions of re-orientation on a racial basis. Switzerland's persistent neutrality, moreover, makes

**Suggestions for unusual open-air holidays**

Walking-tour in Lapland or through Jämtland.

Sailing off the Swedish coast.

A week on the "Tåghem"—a special train which acts as a "base camp" for mountain expeditions and rambles.

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**Climate and Season**

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The success of the federation also renders the inhabitants immune to suggestions of re-orientation on a racial basis. Switzerland's persistent neutrality, moreover, makes

her towns suitable centres for international organizations, such as the Red Cross.

### **General Survey**

Covering an area of around 16,000 square miles, Switzerland is roughly twice the size of Wales or Massachusetts, and its population is about four and a quarter million.

To most people, Switzerland spells mountains, lakes and swift-flowing rivers; but there are, as well, many luxuriously fertile valleys. In the north and west are districts of undulating plains.

One cannot generalise about the climate of Switzerland; the altitude and other modifying factors, such as the lakes around the central plateau, make conditions peculiar to each locality. So, too, with regard to vegetation which botanists divide broadly into seven regions according to altitude.

Although the tourist trade plays the most important part in the Swiss economy, there are also other industries, such as the famous watch industry, the manufacture of chocolate, boots and shoes, machinery, precision instruments, leather goods, etc. The chief occupation, however, is that of dairying and stock-raising, and Switzerland is primarily an agricultural country. Mineral wealth is very limited, being practically confined to marble, asphalt and rock-salt. Cheap hydro-electric power is an important economic asset.

The Swiss are an industrious people, and they are probably the best hoteliers in the world. A feature of their life is an absence of display of extreme personal wealth and luxury. But there is a great difference in the general standard of prosperity between the people of the

popular holiday resorts and those of villages which are off the beaten track.

The tourist cannot go far wrong in Switzerland, whether he goes to the popular centres or to some of the lesser known and simpler places. In fact, his complaint may well be that the tourist industry is *too* well organized, and not the reverse.

Switzerland has a high standard of education for her own children. She also offers to foreigners a variety of educational facilities, ranging from fashionable "finishing" schools to special schools for backward children. The country has also a great reputation for its sanatoria.

Switzerland is a democratic republic. She is a federation of 25 cantons with large powers of local control retained by each canton. The national authority vests in a parliament of two chambers, a "Standerat" or State Council, and a lower house, the "Nationalrat" or National Council.

### Transportation

There are several direct train services to Switzerland from London, including Ostend-Basle, Calais-Basle, Calais-Brigue (for the Rhone Valley) and Dieppe-Basle (the cheapest route).

In Switzerland there is a network of railways (both privately and nationally owned). There are many mountain railways running through scenically interesting routes and often reaching high altitudes; the highest station being the termination of the Jungfrau Railway at 11,340 feet above sea-level. The standard of comfort is good and we, ourselves, always travel third-class. Seats can be booked in advance; break of journey is permissible; it is cheaper by 20 per cent. to take return tickets; and there are a variety of other train fare concessions.

Bus services exist in many parts, the most interesting being the postal motor-coach services. These cover many of the interesting Alpine routes, including the high passes such as the Great St. Bernard, the Simplon and the Grimsel.

Circular tours covering the scenic areas are run from various centres.

There are regular steamer services on more than a dozen of Switzerland's 600 lakes. It is a wonderful way of seeing some parts of the country; and the boats are well equipped. Specially recommended journeys by this means of transport are from Lucerne or Alpnachstad right along the Lake of Lucerne to Flüelen at its south-eastern extremity.

The only regular river steamer services are from Basle to Rheinfelden and from Constance to Schaffhausen—both on the Rhine. There are motor-boat services on some rivers, however.

The timetables and fares of all Swiss transport undertakings are contained in the *Indicateur Officiel* which is published twice a year. It even includes information about tram routes in the cities and about such unorthodox means of transport as the Grindelwald-First "railway," on which the passenger is swung up in a chair on a cable to a point over 3,700 feet above the village!

Switzerland can be reached by air services from most European centres. The country is excellent for motorists, the roads, even over the high passes, being good and well organized for breakdowns and emergency services. There are no complicated customs or driving regulations; but remember on high Alpine roads that postal motor-coaches always overtake on the near side. Snow-chains are, of course, essential in the winter months. The automobile

clubs will give you information regarding the months during which the passes are free from snow.

For cyclists, Switzerland is an energetic country, and although most of them find the long, up-hill stretches too strenuous and laborious for enjoyment, and the down-hill runs too steep for safety, the regular club cyclist will revel in the excitement and exhilaration to be had from touring in the mountains.

For walkers, Switzerland is a paradise.

### **Accommodation**

The Swiss hotel industry is the best organized in all the world. Its standards are supreme—wherever you go. The Swiss Hotel Association publishes annually a "Guide to Swiss Hotels" (obtainable free from Swiss National Tourist offices abroad). This guide gives every detail. The Association also issues an "Illustrated Guide to Swiss Hotels" (for a nominal charge). Visitors' taxes are levied in Switzerland, and the following are nearly always "extras": baths (usually expensive), afternoon teas, garage of cars. Temperance hotels usually have lower charges.

A network of nearly 200 youth hostels extends over all Switzerland. These hostels are classified into three groups according to their standards of comfort. Meals are usually provided and there is no limit as to length of stay. There is, however, an upper age-limit of 25 years, except for leaders of parties of younger people.

Several British associations, such as the Holiday Fellowship, Co-operative Holidays Association and the W.T.A. have their own centres in Switzerland. *Popularis Suisse* is a Swiss organization which provides similar facilities. Centre holidays and walking-tours, using chains of both



hostels and hotels, are organized by the Ramblers' Association.

There are more than 150 mountain huts owned or managed by the Swiss Alpine Club. Some of them are very sparsely fitted, while others are more like simple inns. Although their main purpose is to accommodate mountaineers, many of them are useful on walking-tours. Members of the club have priority in accommodation and benefit by cheaper rates.

Camping sites are available in all parts of the country, providing a cheap and almost ideal form of holiday.

Furnished villas and chalets may be rented. Enquiries regarding them should be made to the Swiss National Tourist Office or the Information Bureau of the town or village in which you are interested.

### **Seeing Switzerland**

Almost the whole of "Switzerland is "tourist country," but there are certain districts which are more beautiful than others and, therefore, more popular. We will give some notes about these and about some of the tourist resorts in them.

### **The Bernese Oberland**

This famous mountain area can be described roughly as stretching from Engelberg to the eastern end of Lake Geneva. The highest peaks in this region are the Finsteraarhorn (14,080 feet) and the lovely Jungfrau. You can ascend to within 2,000 feet of the summit of the latter by the Jungfrau Railway, and this trip is specially recommended for its scenic interest. From the high terminus there is a magnificent view over the Great Aletsch Glacier, the largest in the Alps, the great peaks including the Mönch and the Jungfrau itself, and a wide

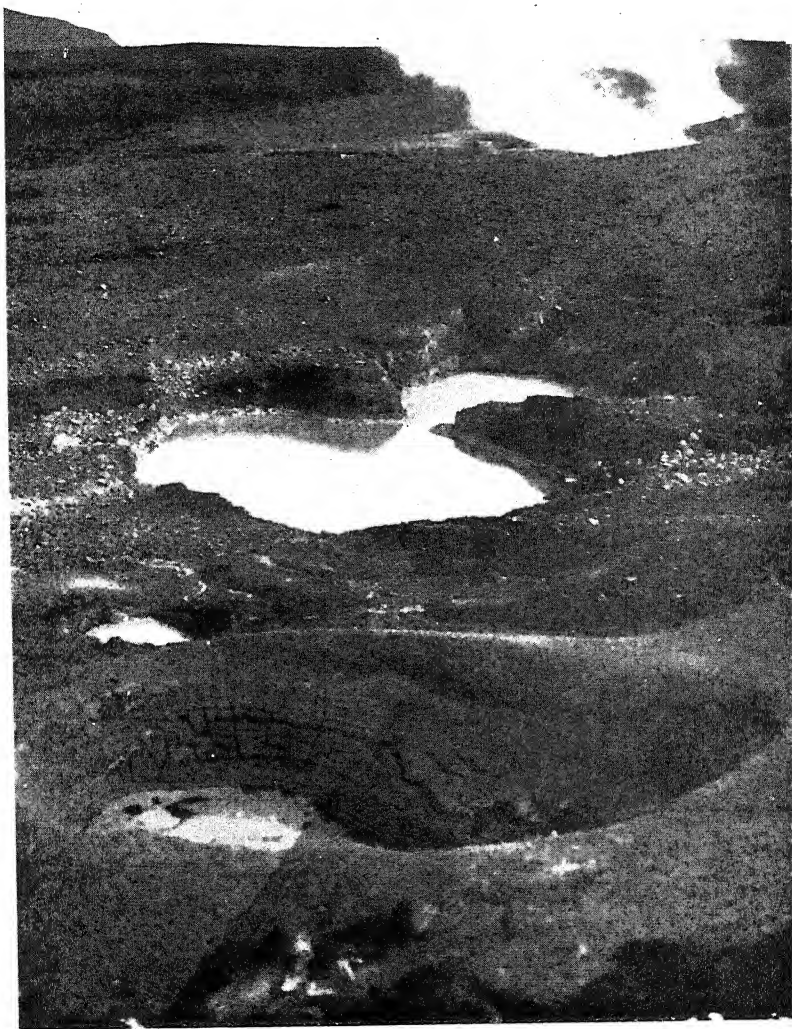
CYPRUS is rich in mythology, and is famed as the birthplace of Aphrodite. It is also a treasure-house of antiquarian riches. In the winter months the climate is delightful.





FAROES.

CAPTURED WHALE AT THORSHAVN.  
One of the strangest sights is a Faroese whale hunt. Much tradition is observed in the chase which combines the supply of food with sport.

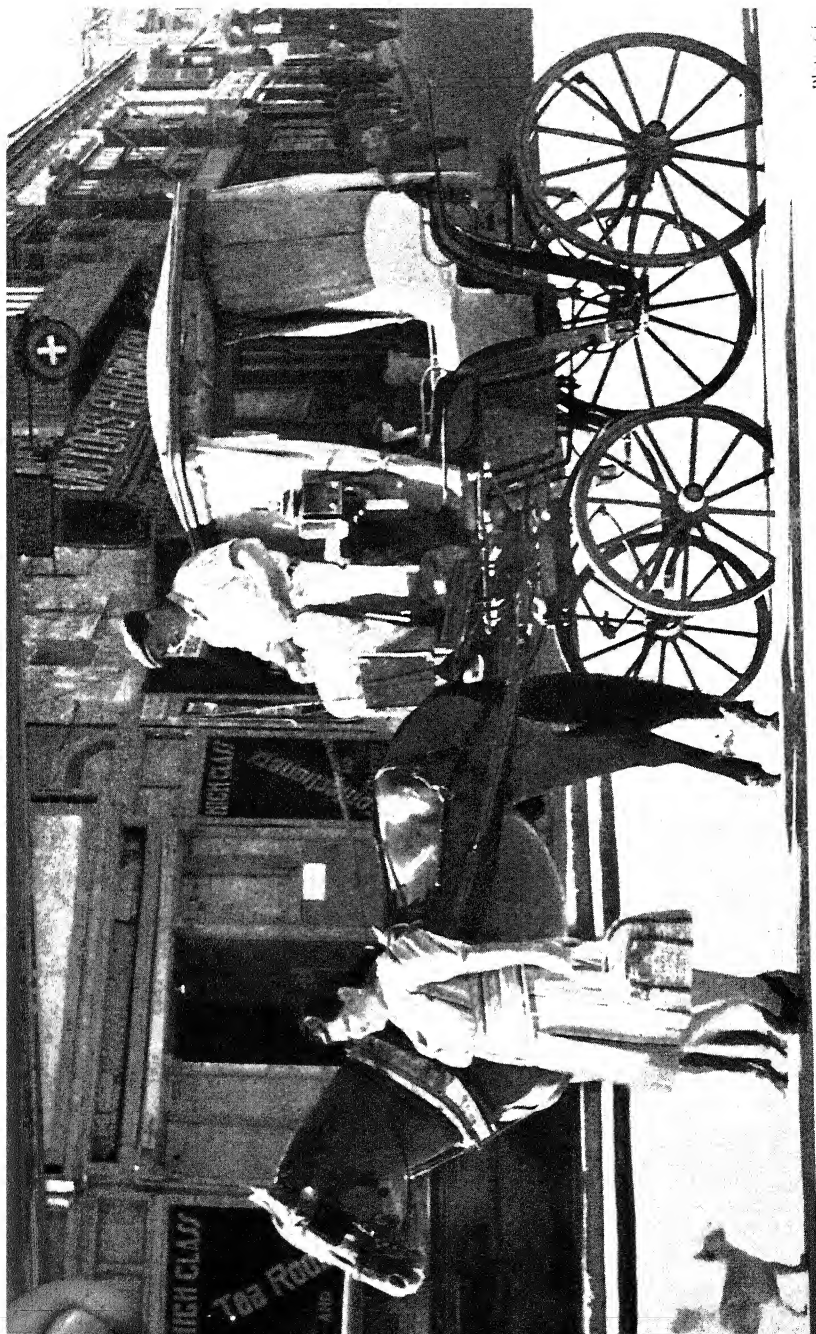


ICELAND.

MUD VOLCANOES NEAR REYKJAVIK.

Plate 63

Iceland might well be called "Fire and Ice-land," for the island owes its existence entirely to volcanoes and glaciers. The former are to be found on all sides, of all shapes and sizes. Those shown are known as dying mud volcanoes.



MALTA, G.C.

A MALTESE "KARROZZINI."

This is a horse-drawn cab, plying for hire; and a number of these conveyances still survive on the island. Malta played a gallant part during the last World War. For its meritorious services it was awarded the George Cross.

panorama ranging over the Central Alps to Interlaken, with the Jura and the Vosges in the far distance.

There are many well-known resorts in this district, all of them beautifully situated. Grindelwald, hemmed in by great mountains, is a popular winter sports resort, but is also an excellent centre for summer holidays. Mürren is a village which is world-famous for its ski-races and it is a fashionable and popular resort with English visitors. It commands magnificent views of the Jungfrau chain. Wengen, Engelberg, Meiringen and Adelboden are other excellent centres. Lower down, on the side of the Lakes of Thun and Brienz, are Thun, Interlaken and a number of smaller resorts, all of which have good hotels. You will certainly not have the Bernese Oberland to yourself, but it is one of the most beautiful regions in Switzerland and it is especially recommended for your first visit to the country.

## **The Valais**

This is a less populated region but it contains many well-known resorts, such as Zermatt, Saas-Fee, Brigue and Arolla, and many high mountains including the Monte Rosa massif, with the Breithorn and the great peak of the Matterhorn. The rugged nature of the canton of the Valais is evident when we tell you that no less than a fifth of the area is occupied by glaciers. The upper part of the Rhône flows through the district, which is hemmed in on both sides by great ranges over which run famous passes such as the Simplon, the Furka and the Great St. Bernard. The chief town, Sion, magnificently situated on its two hills, is a good centre for the motorist, and its historical importance and old buildings make it an interesting place in which to stay.

### **Italian Switzerland**

The canton of Ticino is the Italian-speaking region of Switzerland. It contains many great mountains, but owing to its southern position its vegetation is more luxurious than the other rugged districts. It also has many great forests of chestnuts, oaks and beeches; and of pines and larches at the higher altitudes. In the lower valleys you will find almond trees, olive trees, maize and tobacco growing. The canton extends as far south as the Lakes of Maggiore and Lugano, whose shores Switzerland shares with Italy.

Locarno, with a mild climate which has earned it the name of "The Nice of Switzerland," and fashionable Lugano, on the lake shore, are both splendid centres. Quieter resorts include Brissago and Magadino on Lake Maggiore, and Gandria, a quaint, stone village frequented by artists, on the northern shore of Lake Lugano.

The northern part of Ticino is recommended for people who prefer to spend their holiday away from the popular centres. Our own favourite village is Fusio, an excellent place from which to explore the Campo Tencia and Cristallina mountains, and a base for interesting excursions into the Val Leventina.

### **Eastern Switzerland**

The mountainous canton of the Grisons, containing the district called the Engadine, is well endowed with romantic beauty and has many sunny resorts for winter and summer visitors, the most famous being St. Moritz. The Scenery is very varied and the views in its valleys, of which it is said the number exceeds 150, are constantly changing. Here are to be found some of Switzerland's highest mountains, notable amongst them being the Bernina, rising to 13,285 feet above sea-level.

Apart from St. Moritz, there are other well-known resorts such as Arosa, Davos, Maloja and Bad-Schuls-Tarasp-Vulpera. There are dozens of quiet villages with inns and small hotels, but the canton of the Grisons is the most sparsely populated part of Switzerland.

Towards the eastern end of the canton is the Swiss National Park in the Lower Engadine, a paradise for those interested in wild flowers, birds and animals. Further details of this park are obtainable from the Swiss National Tourist Offices or from Schweizerische Naturschutzbund.

### **Lucerne and Central Switzerland**

The district of the Four Cantons surrounding Lake Lucerne does not contain any of the highest peaks of Switzerland, but its mountains are just as beautiful—many people would say more beautiful—as the giants of the regions further to the south. They include the two famous summits of the Rigi and Pilatus, both of which are climbed by mountain railways. Apart from Lucerne, perhaps the most famous of Swiss holiday resorts, this region contains dozens of lesser-known places. The towns and villages along the shores of Lake Lucerne—Beckenried Buochs, Seelisburg, Sisikon among them—are all endowed with good hotels and magnificent situations. The northern edge of the lake is sheltered from the north winds by the Rigi and other mountains, the result being that places along that shore, such as Vitznau, Weggis and Gersau, enjoy particularly mild climates.

The lake itself is remarkably beautiful and, with the use of a seven-day season ticket on the steamers, one can have a very enjoyable and restful holiday.

### **The Rest of Switzerland**

If we mention the other parts of Switzerland only briefly it is not because they lack beauty or interest, but merely



because they are generally less rugged—and we like our mountains wild! But these other areas are quite as beautiful.

Take the south-west, for instance. This area contains Geneva, a very lovely and elegant city; Fribourg, one of the most picturesque towns in Switzerland, imposingly situated above the River Sarine; and the crescent-shaped Lake of Geneva, the largest, and some say the most lovely stretch of water in Switzerland.

We have not mentioned the north-west, that district of mountains—the Jura, not the Alps—and of hills and lakes and castles; a district, too, which contains two of the biggest and most beautiful cities of the country. Basle and Berne should be seen by every visitor to Switzerland. We like Berne especially, with its lovely shops and graceful arcades.

The northern area of Switzerland does not possess quite the same appeal. Zurich is, perhaps, rather a dull city, though its position at the end of a lake lends it a certain character. The surrounding countryside, too, is dull by Swiss standards.

## **Sports**

Mountaineering includes many classic climbs of the Alps.

Guides are available in all the mountain villages.

Winter sports, equipped with cable-railways, ski-lifts, skating rinks and ski-schools, with qualified instructors.

Golf. There are more than 30 golf courses in Switzerland.

Angling. In the Rhine, Rhône and their tributaries. Good fishing centres include Neuchatel, Lucerne, Davos and Upper Engadine lakes. Lake Constance contains many varieties of fish. The Swiss angling associations publish handbooks on the sport.

Shooting. The chamois is found in some of the mountain districts.

### **Special Interests**

Summer vacation courses. Consult the National Union of Students. Universities of Zurich and Lausanne.

Fête of the Narcissi, held at Montreux in early June.

Folk costumes in the Lötschental.

The Ice Palace (seen from Jungfrau railway).

Horse-racing on the ice at Arosa and St. Moritz.

"Cows in combat" ceremony in Canton of Valais, early July.

### **Suggestions for unusual open-air holidays**

Yachting school, Lake of Thun.

Living in the Swiss National Park, Lower Engadine.

Walking-tours everywhere.

### **14-day Itinerary**

- 1, Basle, Rhine Falls, Zurich; 2, Zug, Rigi (mountain railway), Lucerne; 3, Pilatus (mountain railway), Brienz; 4, Interlaken (by steamer), Lauterbrunnen, Wengen; 5, Jungfrauoch (mountain railway), Grindelwald; 6, In Grindelwald; 7, Meiringen (via Grosse Scheidegg, on foot); 8, Grimsel Pass, Rhône Glacier, Brigue; 9, Zermatt; 10, Kandersteg; 11, Oeschinensee, Blumlisalphütte, Kandersteg (on foot) OR Blausee, Frutigen, Spiez; 12, Spiez, Lake of Thun, Berne; 13, In Berne; 14, Return to Basle.

### **Gastronomical Specialities**

Berner Platte (Berne). Creamed minced veal (Zurich). Green asparagus with egg and cheese (Ticino). Pork and hams (Vaud). Cheese fondue (Vaud). The

Swiss are the world's best pastrycooks. The beer is excellent.

### **Guide-books, Maps and Information**

Blue Guide.

"Switzerland. The Traveller's Illustrated Guide" (Faber & Faber).

"The Alps," by R. L. G. Irving (Batsford).

Large-scale maps (1:50,000) published by Service Topographique Fédéral; Michelin also provide excellent sheets (1:200,000); and there are good local maps published by Kummerly et Frey.

For information consult the official information office.

### **Climate and Season**

June is the best month, for the weather is not too hot and the Alpine flowers are at their best. July and August are good months for mountain resorts, but this time of the year is hot by the lakes. The autumn is a good time to visit Ticino, the Swiss Jura and the Geneva district. Winter sports begin in December and continue until the end of March (several weeks later in some of the higher places). January and February are the best months, for then the snow is generally crisp.

### **Language**

German is the language of 70 per cent. of the Swiss people; French of 20 per cent.; Italian of six per cent.; and in the Canton of the Grisons the people speak a language of their own, called Romansch, which was recognised as the fourth national language in 1938.

**English** is widely understood throughout the country.

(xx)

## YUGOSLAVIA

### Historical Sketch

Yugoslavia was founded as a kingdom in 1918, comprising the old kingdoms of Serbia and Montenegro, together with the former Austro-Hungarian provinces of Croatia, Bosnia and the Voivodine. The population (numbering about 15,000,000) consists of Serbs, Croats and Slovenes.

Serbia, which since the Battle of Kosovo (1389) had been a vassal principality of Turkey, was established as an independent kingdom by the Treaty of Berlin (1878). After the Balkan wars (1913), her boundaries were enlarged by the annexation of Macedonia. The government of Austria-Hungary attributed the assassination of the Archduke Franz Ferdinand to a Serbian plot, and by invasion, following her ultimatum, brought on the First World War. Serbia was overrun and suffered enormously, but her army succeeded eventually in crushing the invaders' resistance.

Internal discord between the wars resulted in a failure to develop the country and brought about a dictatorship in 1928. In the Second World War she maintained her neutrality until 1941, when she was invaded by Germany and Italy, against whom her partisans fought vigorously. After the war she changed from a kingdom into a communist state known as the Federal Peoples' Republic of Yugoslavia.

### General Survey

Yugoslavia—"The Land of the Southern Slavs"—is a country of contrasts, not only geographically and

climatically, but in the variety of her historic relics, architecture and art. Here, indeed, is the cradle of Slav culture, where ancient monasteries shelter masterpieces of Serbian medieval art, and where some of the most lovely of national dresses can still be seen.

Covering an area about twice the size of England (or equal to that of Oregon), Yugoslavia has a population of 15,000,000. The country has suffered much from German occupation during the two Great Wars. Agriculture, cattle-raising and forestry are the basic industries. There are rich mineral deposits, and the country is the biggest producer of copper in Europe. But much of this hidden wealth awaits exploitation. World peace would help this Balkan land to become one of the most prosperous in Europe.

### **Transportation**

Belgrade is reached from Paris by the Simplon-Orient Express. There are also air services to Frankfurt and Zurich which link up with most European centres. Internally, the country, largely owing to its mountainous character, is sparsely supplied with railways, but most of the main centres are connected, and new construction is proceeding. There are few good roads, and in some districts they are little more than tracks. The walker can enjoy some fine tours, especially in Slovenia. Canoeing is excellent on the Danube. In the far south of Yugoslavia riding is the best form of transportation, and is regarded as such, purely and simply, and not just as a pleasant form of exercise.

### **Accommodation**

At the main tourist centres along the Dalmatian coast there is good hotel accommodation. Some of the hotels

stand on highly picturesque sites, surrounded by glorious scenery. There is also good hotel accommodation in the winter sports districts. Off the beaten track the traveller will have to put up at country inns, where he will certainly be hospitably welcomed, even though the conditions are simple. There are some youth hostels organized by the tourist association, *Putnik*.

### Seeing Yugoslavia

The greatest incentive to travel, for most people, is contrast. This contrast is more true of Yugoslavia than of any other country in Europe. Here are to be found remarkable remains of vanished cultures, a coastline of unrivalled beauty, folk-lore in abundance, and, in addition, the resurgence of the whole people in building up for themselves a new country. On all sides there is a variety of life—in the streets and in the cafés, in the churches, in the shops and in the market-squares.

The Adriatic coast, due to its rich scenery, its numerous islands and its natural beauty, ranks among the most well-known beautiful regions of the world. There are many delightful seaside resorts, such as Dubrovnik and Opatija; but there are many smaller places and fishing villages, with their simplicity, cordial hospitality, vivid national costumes and natural charm. Medieval towns with monumental buildings, such as Split, with its huge palace of Diocletian, begun in A.D.295, one of the finest examples of Roman architecture in the world. The Emperor's mausoleum is now the Cathedral of Split; its carved doors are an outstanding example of medieval wood-work, and it contains many other architectural treasures, including what was once the temple of Aesculapius (who was born at Split). There are many wonderful excursions to be made from this centre. There are two we particularly

remember with delight: to the nearby island of Hvar, set in sub-tropical vegetation of palms; and to Hercegnovi, a most beautiful town, built on lovely terraces descending towards the sea.

The Slovene Alpine region, too, abounds in beautiful summer and winter resorts, the most important of which are Bled, situated in a beautiful valley; the Lake of Bohinj, 4,000 feet up among the mountains by the Italian frontier; and Planica, an Alpine resort, with the greatest ski-jump to its credit. The Slovene Alps are particularly attractive to climbers.

While Belgrade, the capital, is not of any special interest apart from the fascinating "Children's Republic"—a most interesting educational experiment—there are other towns that make great appeal. Sarajevo, for instance, the capital of Bosnia and Herzegovina, is by far the most interesting city in Yugoslavia and possibly in all Europe. Here you still see mosques, Turkish houses, narrow streets and bazaars. Half the population of this city are Moslems, and the principal point of interest is the Mosque of the Beg (1530). Jajce is another ancient historic town, with old monasteries, ancient buildings and Roman fortresses in the neighbourhood.

## **Sports**

Mountaineering around Bled and Bohinj, and at Plitvice. Winter sports at the same places.

Fishing in the Pliva, Neretva, the Drina, and in the lakes of Plitvice and Bled. Night-fishing in the labyrinth of the Dalmatian islands.

Shooting in Bosnia (including bears and wolves).

Yachting off the Dalmatian coast.

### **Special Interests**

Archæological excavations in many places.

Folk-dancing and costumes (recommended: Dubrovnik, Opatija, Split).

Oriental life at Sarajevo.

"Children's Republic" at Belgrade.

The "man fish" in the waters of the Postojna Cave.

### **Suggestions for unusual open-air holidays**

Climbing in the Julian Alps.

Canoeing through Yugoslavia along the cataract route.

Walking-tour through Bosnia, Herzegovina, the country of the Crnogorces, Montenegro and S. Dalmatia.

"Escapist haunt" on the island of Korcula.

### **Gastronomical Specialities**

Cevapcici. Raznjici. Kapama. Sterlet. Sturgeon. Slivovice (plum-brandy). White wines of Mostar. Red wines of Vis.

### **Guide-books, Maps and Information**

Dalmatia, by Tyndale and Brown (A. & C. Black).

Consult the *Putnik* tourist offices.

### **Climate and Season**

Dalmatian coast has an equable climate. Best time for a visit is from April to September. Summer months are hot in the interior. The winter season at sports centres is cold and dry with lots of sunshine.

### **Language**

Serbian, Croat, Slovene, Macedonian. Italian is understood in Dalmatia.



(xxi)

**COUNTRIES FOR THE ADVENTUROUS**

*(Note: this section is written exclusively by  
Gordon Cooper)*

There are certain countries in Europe which are, to all intents and purposes, closed to normal tourist traffic at the present time. To the adventurous-minded, however, few borders are really closed — *provided you have the essential visas for entry and departure*. Having fortunately travelled in all the countries I am about to discuss, just before the outbreak of the last war, I feel that a few notes about the "high-spots" in each may be of some value. No information is given as to how to get to any of these countries, nor about present living conditions there. These things are for the adventurer to find out for himself.

**(a) ALBANIA**

This is certainly the least-known country in Europe, and partly for that reason it is one of the most interesting. In the mountains a strong tribal system still holds sway, and the isolated farmsteads often have the appearance of fortresses. The peasantry are absolutely poverty-stricken, but they are hospitable and have a strong sense of independence and honour. Interesting also is the mixture of religions and the absence of all religious rivalry; about two-thirds of the population are Moslems, the rest Roman Catholics.

Entering Albania today is difficult and a riding-tour is the only means of seeing the country—rough going, too. One simply sits on a hard, wooden saddle, alternated with bouts of mountain walking. Life is simple and rough; in places camping out is pleasant. There are certain bus services. For what it is worth, I detail brief notes of a personal tour (pre-war):

I reached Monastir, in Macedonia, by train. Proceeded by bus across the mountains to Ohrid, a charming little town which, in the Middle Ages, was the spiritual centre of the western part of the Balkans. Beside Ohrid Lake is an ideal spot for lazing. Crossed the lake by boat to Pogradec. Then by bus through lovely mountain scenery to Elbasan, following the deep valley of the river Shkumbi. Elbasan is mainly Moslem, and on market day is oriental. A further drive brought me to Tirana, capital of Albania. It lacks interest. Far more interesting was the next place I visited—Kruja, a most typical Albanian town, marvellously situated and with an interesting bazaar. By bus, then, to Burele, and for the next few days I had to ride and walk. This was the route: Derjan—Kurbnesh—Arne—Serroj—Kukes—Prizren—Vau i Dardhes—Kocan—Selimaj—Okol—then four days' mountain climbing in the North Albanian Alps from the Runic Alm. (Local conditions are bound to affect *your* itinerary). The mountain tour ended at Scutari. From there I crossed Scutari Lake by boat to Rjeka, then by bus to Cetinje and Kotor. From Kotor I travelled by boat to Dubrovnik.

## (b) BULGARIA

This is another country where life is simple and rough. There are, however, more amenities than in Albania, such as better bus services, some trains, inns. The person who

is prepared to walk (and bus) will obtain by far the best idea of what the real Bulgaria is like. Sofia, the capital, has little interest. The famous "Valley of the Roses" is an astonishing and beautiful sight; and there are a number of interesting monasteries where life seems to have changed little during the last few centuries. You can usually secure simple accommodation in these places. The Rila Monastery is of particular interest. Parts of Bulgaria are really beautiful. A sojourn on the shores of the Black Sea also has its charms, Varna being a good resort.

I give the programme of an actual tour made in 1939. It can act as the basis for an adventurer's trip today.

Sofia—Orkanie—Ossikovitsa—Zlatitsa Pass—camp in mountains outside Pirdrop.

Pirdrop—Valley of the Roses—Karlovo—Kalofer.

Kalofer—Shipka Pass—Trnovo.

Trnovo—Eski Djumaya—Osman Pazar—Shumen.

Shumen to Varna. Camp at Messemvria.

Messemvria—Burgas—Yambol—Sliven.

Sliven—Stara Zagora—Plovdiv.

Plovdiv—Peshtera—Batak—Dospat.

Nicopolis ad Nestos.

Walk to Papas Golu Lakes in Pirin Range.

Walk along crest of Pirin Range to Yel Tepe, descend towards Struma Valley.

Descend to Struma Valley, walk through Kresna Gorge.

Train to Struma.

By train to Rila Monastery.

Walk across Kobilino Branishtse Pass into Valley of Levi Isker and on to Malacrka.

Tchamkoriya—Castle Bistritsa—Tchamkoriya—Sofia.

### (c) RUMANIA

Despite the richness of its oil and its great mineral wealth, Rumania has suffered much from man-made

troubles which have often crippled her. Still, that should not deter the traveller in search of striking scenic beauty and other interests. These latter include remarkable ruins of the ancient Greek, Dacian and Roman civilizations, while on every hand one may see churches, castles and palaces of the Middle Ages. The student of peasant customs and national dress will be intrigued.

The Rumanian Black Sea coast offers miles of the finest bathing beaches in Europe; and there are opportunities for excellent fishing and bird-shooting in the Delta of the Danube, together with fascinating glimpses of the Lipovan fishermen. Bucharest, the capital, is shoddy—a super city for those who thrive on their wits. It is in the countryside where the real Rumania can best be found.

Here are details of a carefully planned tour I made some years ago covering the “high-spots” of scenic beauty:

Bucharest—visit to Ploesti oilfields (doubtful today)—on to Sinaia by train—here a walking-tour can be made to Schit Monastery via Piatra Arsa, climb Omul. Descend to Rosenau or Torzburg—proceed to Tartlau and Brasov—by train to Fagaras, walk to Rohrbach—walk to Schenk-Arpaş—walk to Bulea Lake—climb Negoii. Descend to Robert Gutthaus—make mountain walks from here—proceed to Kerz and Sibiu—Heltau and Michelsburg—walk to Meschen and Almen—Elisabethstadt and Rode—Sighisoara—proceed by train to Cluj—train to Budapest.

#### **(d) U.S.S.R.**

Russia, even if you succeed in obtaining the essential visa, is not everybody's choice, for its interests lie mainly in the study of its great political experiment. Without a knowledge of the Russian language, one will find it diffi-

cult to wander far from the beaten track. Students of the theatre and the arts will find much to interest them in Moscow and Leningrad. There is also the Kremlin, which I was fortunate enough to enter and view. Processions in Red Square, Moscow, are imposing at first, but pall as they continue for hour after hour. The Crimea is scenically beautiful, otherwise European Russia seems dull. I spent some time on a farm in the Ukraine—interesting to a point, kindly people, but, oh! so dirty.

It is a tragedy that Latvia, Lithuania and Estonia should have disappeared from the list of countries one used to be able to visit quite easily. Estonia was especially fascinating with its medieval cities of Tallinn and Narva. It also possesses a most unique cave monastery at Petseri. Many of these unusual travel-thrills must, one fears, be relegated to the sphere of memories.

(xxii)

## THE LITTLE COUNTRIES

### (a) ANDORRA

Covering an area of 175 square miles, Andorra is the one remaining survivor of many former independent states in the Pyrenees. It owes its independence to a quarrel as to its ownership between the Count de Foix and the Bishop of Seo de Urgel. It was settled by a treaty granting them joint overlordship of the Andorran valleys, and since 1278, subject to the feudal suzerainty of the bishop and of the President of France (to whom the rights of the Count de Foix have passed), Andorra has remained independent.

It is a lovely country, with high mountains and rugged ridges. The natives are mostly farmers and they retain many strange customs. Andorra's geographical position

makes it a favourite hide-out for refugees, spies and smugglers. A certain tourist industry is now catered for. A great radio station and a big hydro-electric plant are other modern innovations. Yet, for most of the country's 10,000 population, life changes little. There are bus services, both with France (Ax-les-Thermes, l'Hospitalet and la Tour de Carol), and Spain (Seo de Urgel).

There are small hotels in several of the villages, and you can camp almost anywhere. We crossed over the frontier to camp in a magnificent site near the Cirque des Pessons shortly after the war to find that we were the first Britons to enter Andorra for several years. We can recommend this spot to anyone who wishes to spend lovely days in one of the finest camping positions in Europe.

The Andorrans are sometimes a little shy of strangers, but if you are friendly they become most hospitable. Their language is Catalan, but many understand French and Spanish, and an occasional person understands English. French and Spanish money is used but Andorra, like all the other small countries of Europe mentioned in this book, has its own postage stamps.

"Guide Topographique de l'Andorre" (in French), published by E. Girard, is the only guide we know. It contains a good map. Up-to-date information is hard to get, but you could try the French National Tourist Office, the Spanish section of Cook's, or the Globetrotters' Club.

## **(b) GIBRALTAR**

We need say only a few words about this British Crown colony, for it is more a port of call than a holiday resort. The rock on which this fortress is situated is a promontory jutting out from Spain, being connected with the mainland by a spit of sand  $1\frac{1}{2}$  miles long. The Rock itself

is hollowed into tunnels and galleries, and possesses great strategic value, commanding, as it does, the entrance to the Mediterranean. Gibraltar has a length of  $2\frac{1}{2}$  miles, its average breadth is  $\frac{3}{4}$  mile, and its maximum height 1,400 feet. A visit of a couple of hours duration should suffice most people, although there are those who like it as a winter resort.

### **(c) LIECHTENSTEIN**

Lying between Switzerland and Austria, Liechtenstein has the Rhine for its western boundary. Only 60 square miles in area, this tiny state has a population of 10,000. It is linked closely with Switzerland, but is an hereditary democratic monarchy. Legislative power is in the hands of an elected parliament. Vaduz, the capital, has the castle of the reigning prince, which can be seen by permission; and Balzers, with a castle dating back to the ninth century, rewards the visitor with an excellent view. This tiny principality is a most charming holiday spot. The language spoken is German, but English is well understood. Information can be obtained from the Information Office at Vaduz. A good local guide-book is obtainable in Vaduz.

### **(d) MONACO**

Monaco, a tiny principality of eight square miles, is divided into three communes—Monaco, the capital, La Condamine, the harbour town, and Monte Carlo, most famous of all. The population (called Monegasque) numbers 30,000. The ruler is the hereditary prince, assisted by a small national council. The profits derived from the gaming tables pay all public expenses and there are no taxes. The visitors to this fashionable resort are very cosmopolitan. Besides the gaming there are first-class concerts, operatic and theatrical performances and sporting

events. At Monaco the prince maintains a very interesting Marine Museum, which is open to the public at certain times. To enter this, the most delightful artificial paradise devised by man, entails no formalities whatsoever. The language spoken is French.

### **(e) SAN MARINO**

San Marino, situated in the Apennines near Rimini, in the heart of Italy, claims to be the oldest state in Europe and to have been founded in the fourth century. Covering 38 square miles, its population numbers 15,000. There are no formalities in entering San Marino from Italy. If you chance on the right time (April 15th and October 15th) you can witness the most unusual and interesting ceremonies connected with the country's constitution by which two new regents are elected to serve as heads of State, but only for a term of six months. San Marino can be reached by bus from either Rimini or Bologna, and excursions call there. A pleasant hotel affords comfortable accommodation for those wishing to stay. The panoramic views obtainable from the rock on which the tiny capital of this minute republic—the smallest in the world—stands are superb.

### **(f) VATICAN CITY**

Covering an area of only a square mile, Vatican City has a population of just about a thousand persons. You cannot separate its interests from those of Rome itself—dealt with on pages 195-6 under the heading of "Italy." Vatican City is all that remains of the Papal States, which at one time covered 16,000 square miles. In St. Peter's it has the most famous church in Christendom, and the Papal art treasures place this minute city in the category of "meccas for intelligent travellers." You will be interested,



too, in its mediævally garbed Pontifical Armed Corps, which comprise the Noble Guards, the Swiss Guards, the Palatine Guards of Honour and the Pontifical Gendarmerie. This little State issues its own postage stamps and coinage.

(xxiii)

## THE ISLES OF EUROPE

### (a) CHANNEL ISLANDS

The Channel Islands have been part of Britain since 1154. The inhabitants are of Norman descent, except in Alderney where they are English. English is spoken everywhere and is now the official language. Many people use a strange patois, based on old Norman French. Covering an area of 75 square miles, the population numbers about 100,000. The Channel Islands were the only part of the British Empire occupied by the Germans during the Second World War. Vestiges of the feudal system still remain, especially on the Island of Sark, where motor-cars are still not allowed by the Dame of Sark.

The islands constitute two separate countries of Jersey and Guernsey. Each "country" has its own parliament (called "States") and its own judicature. The other islands of Sark, Alderney, Herm and Jethou are attached to the "States" of Guernsey.

Farming and tourism are the two main industries. The soil is very productive and the London market is supplied with early market-garden crops. The famous cattle breeds (Jersey and Guernsey) are world renowned. No other breeds are allowed on the islands.

The mild climate makes the islands popular not only in summer but also in winter, though there is considerable rain. There are air services from both Northolt and

Southampton to Jersey and Guernsey (the latter's airport, however, is out of commission in wet weather). By steamer the route is from Southampton or Weymouth. The sea trip can be rough at times. There are many hotels, guest-houses and boarding-houses on the two larger islands, and a few on Alderney and Sark. Prices tend to be high, but are lowest on the smaller and least visited islands. Guernsey has an independent youth hostel, the Morley Youth Hostel, the address of which is given in the directory.

Jersey is the most popular holiday resort. It is liable to be very crowded in the summer, especially in the capital, St. Helier. Other resorts include Gorey, St. Aubin (a picturesque village) and La Corbiere (wild, rugged coast). The north coast of Jersey is the quietest part of the island.

Guernsey is a wilder island and its south coast is rocky. St. Peter Port, an old fishing town, is the capital and the chief resort. The little villages and hamlets along the south coast are popular and beautifully situated. The interior of Guernsey is not interesting, being spoilt by too much building and too many greenhouses. The best time to make a visit is in the early spring—before the crowds arrive.

Sark is reached by boat from Guernsey. It is a very beautiful spot, with cliff paths and steep cliffs most of the way round. Alderney, Herm and Jethou are also approached from Guernsey.

"A Fortnight in the Channel Islands," by Gordon Cooper, is helpful and there is a Guernsey Footpath Guide (St. Catherine Press, Ltd.). Ordnance Survey maps are available. Tourist information and lists of hotels and boarding-houses may be obtained from States Tourist Departments in Jersey and Guernsey.

**b) CYPRUS**

Cyprus, rich in mythology, is famed as the birthplace of Aphrodite, who rose from the sea before Paphos. It has an extraordinary interesting history, due largely to its important position in the Mediterranean. It is certainly well worth a visit, especially during the winter months when it is a delightful land of sunshine. There are quite a number of reasonably priced and adequate hotels on the island, which can be reached by air and sea from the United Kingdom, France and Italy.

Nicosia, the capital, is a convenient centre from which to explore the whole island. Within its circular walls are the great Mosque of S. Sofia (13th century), the Orthodox Cathedral, and many other medieval buildings. There are a number of Crusaders' tombs to be seen. Kyrenia, Famagusta, Larnaca and Limassol all have sights of historic interest. Cyprus, in fact, is an unexhausted treasure-house of antiquarian riches.

Troodos, the summer quarters of the government (it becomes very hot on the plains during the summer) is surrounded by wonderful scenery. From the summit of Mount Olympus the whole island can be seen in one comprehensive panorama of colour and beauty.

The roads are good, the sea-bathing first-class, and during the spring the fields are a mass of wild flowers. Much wine is produced on the island and is of good quality. Tobacco is another important product of this truly delectable isle.

**(c) THE FAROE ISLANDS**

Lying half-way between Scotland and Iceland, the Faroe Islands consist of 22 main islands, most of them inhabited. The capital is Torshavn, and the 30,000 inhabitants come under the Danish flag. Life is hard

on these islands and living conditions primitive, but the visitor who does not mind roughing it can find much of interest, especially if he is an ornithologist. The climate is mild but wet. There are small hotels at Torshavn.

One of the strangest sights is the Faroese whale hunt. When a school of whales is sighted near the islands, the cry of "Grindabod" goes up. This brings every man, woman and child from the houses. A large number of small boats, working together, drive the whales into the harbour, where they are killed with special weapons. There is much tradition observed in this hunting, which combines both national sport and necessary food.

Boats sail for the Faroes from Leith and other Scottish ports. The cruise-boats to Iceland also often call in at the Faroes. Communication between the islands is by post-boats. The people speak both Faroese and Danish. English also is often understood, as the islands were occupied by the British during the war.

"The Faroes in Pictures," by Gordon Hudson (Geo. Allen and Unwin) and "The Atlantic Islands," by Kenneth Williamson (Collins) are recommended guide-books. Further information can be obtained from the Danish Tourist Office. A map of the islands on a scale of 1:200,000 is published by the Geodætisk Institut of Copenhagen.

#### **(d) ICELAND**

Iceland is, after Great Britain, the largest island of Europe (being slightly larger than Ireland). It might well be called "Fire and Ice-land," for it owes its existence entirely to volcanoes and glaciers. Nowhere on earth can the battle between them be better observed. Wherever one turns one faces volcanic manifestations: volcanoes of all shapes and sizes, high pointed cones, flat broad cupolas,

volcanic rifts—some of them 20 miles in length—crater lakes, innumerable hot springs (Reykjavik gets its city heating from them), solfatara and geysers; huge deserts of lava of the most varied forms: block lava, stratified lava, lava streams.

The glacial periods have also done their share in shaping the face of the island. One can see clearly the traces of ice streams which have cut their way in the rock and left shapeless blocks, moraines and lakes. Only a narrow stretch along the coast of Iceland is settled and cultivated; the interior being practically uninhabited. The population numbers 133,000. Reykjavik, the capital, is a modern city with a high standard of civilization amongst the inhabitants. The country is an independent republic, the Althing being the oldest parliamentary assembly in the world (it celebrated its 1,000th anniversary in 1930). The climate is similar to that of Scotland.

The sea trip to Iceland takes 4-5 days from Britain. The journey can be made by the following steamship lines:

*Icelandic Steamship Co.* Boats sail from Hull or Leith, carrying less than a dozen passengers.

*Iceland Government Steamship Services.* "Round cruises" from Glasgow taking ten days, five of which are spent in Reykjavik harbour, with extensive sightseeing trips into the interior.

The Iceland Steamship Co. also have services from New York, Gothenburg, Antwerp and Copenhagen to Reykjavik; and Det Fornede Dampskibsselskap have a service between Copenhagen and Reykjavik *via* the Faroes.

There are air connections with Prestwick, New York and Copenhagen.

Steamer traffic is maintained along the Icelandic coast,

calling in at several small coastal villages. Internally, there are buses to all inhabited parts.

There are a few hotels and tourist huts. In the latter you must prepare your own meals and look after yourself. Accommodation can sometimes be had in schools, which are used for tourists in the summer. You can also obtain accommodation at nearly all the farms. Iceland, it must be pointed out, is rather an expensive country to visit.

Near Reykjavik there are some places worth seeing: the historic Thingvellir (plain of parliament) where annual meetings were held from 930 until 1798; Almannagja (All Men's Drift), one of the biggest volcanic rifts in the world; the waterfall Oxarafoss, a sight of remarkable beauty. South of Thingvellir Lake, a whole system of hot springs and geysers is in action, Gryla, the biggest of them, can be visited.

If you decide to go to Iceland, here are two suggested tours:

(1) *By car or bus* (nine days):

First Day: Reykjavik—Geysir—Laugarvatn (hotel).

Second Day: Thingvellir (hotel).

Third Day: Kaldidalur—Hredavatn (hotel).

Fourth Day: Valley of Nordurardalur—Holtavorduheidi plateau—Akureyri (hotel).

Fifth Day: Stay in Akureyri.

Sixth Day: Eyjajordur Valley—Vadlaheidi Mountain—Myvatn (accommodation in school).

Seventh Day: Asbyrgi—Dettifoss (great waterfall) Husavik (hotel).

Eighth Day: Return from Husavik to Akureyri (hotel).

Ninth Day: Travel by boat (also by plane) from Akureyri to Reykjavik.

(2) *Horse-riding tour* (one week).

Reykjavik — Kaldidalur — Husafell — Arnavatn — Hveravellir — Hrutafell — Hvitarnvatn—cross the Hvita (White River)—Gullfoss—Reykjavik.

An alternative itinerary is Reykjavik — Thingvellir — Geysir—Gullfoss—across the Thorsa and Hekla. Through most weird and picturesque landscapes, the route leads on to Thorfajokull, whose ice-cap may be climbed.

These riding trips are not for weaklings, for they are strenuous affairs. Equipment for riding-tour should include gumboots (not riding boots), breeches, oilskin trousers, sou'-wester, and a long mackintosh.

### Winter Sports

Akureyri is the best centre. Season: March and April. There is a ski-school, and also private tuition.

### Guide-books, Maps and Information

"Iceland for Tourists," by Stefan Stefansson.

Excellent maps and further information concerning touring in Iceland is obtainable from the Iceland Tourist Bureau. Icelandic consuls abroad are also sometimes helpful.

### (e) MALTA AND GOZO

Malta is more a port of call than a holiday centre. Valetta, the capital, was badly bombed during the war and many of its historic buildings were destroyed. The yellow, rocky island is pleasant in the winter months, but is hot and almost shadeless in the summer. There is no

"scenery," but the varying tints of the blue sea and the wonderful sunsets are beautiful. Gozo is, perhaps, a more attractive place for a visitor than Malta itself.

## ON COMING HOME

All good things must come to an end, and so your holiday draws to a close.

Firstly, make your return reservation in good time and do not postpone it until the last day.

Secondly, if you must buy presents to take home with you, use your discretion in purchasing. Some people have a strong urge, when abroad, to buy things which very often can be bought more cheaply in their own country. Avoid the junk-shops. Patronize the best class of shop or visit the departmental stores. In the latter you will find representative examples of native taste, and receive sound value for your money.

It is a good idea to make a resolution to visit a different place for your next holiday, irrespective of how much you have enjoyed yourself on this occasion. There is so much to see and life is so short that new experiences make your holiday doubly enjoyable.

Lastly, we sincerely hope that when you arrive home you will be refreshed and invigorated and that this book will have been, and will continue to be, of service to you.



## APPENDIX A

**HOLIDAYS THROUGHOUT THE YEAR**

*January and February.* All winter sports resorts, Riviera, S. Italy and Sicily, S. Spain, Mediterranean coasts, Greece.

*March and early April.* Paris, Côte d'Argent, Riviera, Dalmatian coast, Central and S. Italy, Sicily, Spain, Malta, Norway and Sweden (for winter sports).

*Late April and May.* Dutch bulb fields, Swiss and Italian Lakes, Côte d'Argent, Corsica, Riviera, Italian hill-towns, Portugal, Provence, Belgium, Spain.

*June.* Swiss and Italian Lakes, Lower valleys of the Alps, Dolomites, Tyrol, N.W. France, Belgian coast, Ardennes, the Rhine, Holland, Pyrenees, Scandinavia.

*July, August and early September.* N.W. France, French château country, Scandinavia, Belgian coast, Ardennes, Dolomites, Tyrol, the Rhine, French and Swiss Alps, Czechoslovakia.

*Late September.* Riviera, Côte d'Argent, Belgian coast, Italian Lakes, Dolomites, Tyrol, Holland, Greece, S. Sweden, Channel Islands.

*October.* Spain and Portugal, Dalmatian coast, Greece, Riviera, Florence and Rome, Malta.

*November.* Riviera, Central Italy, Mediterranean coasts, Greece, Malta.

*December.* Riviera, Spain and Portugal, Greece, S. Italy, Sicily.

## APPENDIX B

### EUROPEAN CURRENCIES

#### *Monetary Unit.*

AUSTRIA	-	-	1 Austrian Schilling (100 Groschen).
ANDORRA	-	-	French and Spanish currencies are used
BELGIUM	-	-	1 Franc (100 centimes).
BULGARIA	-	-	1 Leva (100 Slotinki)
CHANNEL ISLANDS			English money, also equivalent local currencies.
CYPRUS	-	-	1 Piastre.
CZECHOSLOVAKIA	-	-	1 Crown (100 Heller).
DENMARK	-	-	1 Krone (100 Ore).
FAROE ISLANDS	-	-	Danish money, also equivalent local currency.
FINLAND	-	-	1 Markka (100 Pennia).
FRANCE	-	-	1 Franc (100 Centimes).
GIBRALTAR	-	-	English money, also local notes.
GREECE	-	-	1 Drachma (100 Lepta).
HOLLAND	-	-	1 Gulden (100 Cents).
HUNGARY	-	-	1 Florint (100 Filler).
ICELAND	-	-	1 Krona (100 Ore)
ITALY	-	-	1 Lira
LIECHTENSTEIN	-	-	Swiss currency is used.
LUXEMBOURG	-	-	Same as for Belgium, also local notes.
MALTA	-	-	1 Maltese £, also English money.
MONACO	-	-	French currency is used.
NORWAY	-	-	1 Krone (100 Ore).
POLAND	-	-	1 Zloty (100 Groschen).
PORTUGAL	-	-	1 Escudo (100 Centavos).
RUMANIA	-	-	1 Lei (100 Bani).
SAN MARINO	-	-	Italian currency is used.
SPAIN	-	-	1 Peseta (100 Centimos).
SWEDEN	-	-	1 Krona (100 Ore).
SWITZERLAND	-	-	1 Franc (100 Centimes).
U.S.S.R.	-	-	1 Chervonetz (10 Roubles).
VATICAN CITY	-	-	Italian money, also equivalent local currency.
YUGOSLAVIA	-	-	1 Dinar (100 Paras).

## APPENDIX C

**OFFICIAL TRAVEL INFORMATION  
OFFICES (in London)**

**AUSTRIA:** Austrian State Tourist Department, 23 Princes House, 190 Piccadilly, W.1. Phone: Regent 7616.

**BELGIUM:** Belgian Marine - Railways - Tourism, 167 Regent Street, W.1. Phone: Regent 1491.

**BRITISH ISLES:** The Travel Association, 47 Leicester Square, W.C.2. Phone: Whitehall 4813.

Irish Tourist Association, 19 Lower Regent Street, S.W.1.  
Phone: Whitehall 0838.

**CZECHOSLOVAKIA:** Visa Section, Czechoslovak Legation, 9 Grosvenor Place, S.W.1. Phone: Sloane 8105.

**CYPRUS:** Cyprus Government Office, 27 Cockspur Street, S.W.1. Phone: Whitehall 3716.

**DENMARK:** Danish Travel Association, 71 Piccadilly, W.1. Phone: Regent 5621.

**FINLAND:** Finnish Legation (Consular Department), 65 Chester Square, S.W.1. Phone: Sloane 0771-4.

**FRANCE:** French National Tourist Office, 179 Piccadilly, W.1. Phone: Regent 7177.

French Railways, 179 Piccadilly, W.1. Phone: Regent 0135/7.

France Tourisme Services Ltd., 180 Piccadilly, London, W.1. Phone: Regent 5475.

(Note—There is also a branch of the French National Tourist Office in Dublin at the offices of the French Commercial Counsellor, 20 Upper Fitzwilliam Street. Phone: 61320.)

**GREECE:** Greek Information Office, 34 Hyde Park Square, W.2. Phone: Paddington 4445.

**HOLLAND:** 221 Kensington High Street, W.8. Phone: Western 4747.

**HUNGARY:** Hungarian News and Information Service, 33 Pembroke Square, W.8. Phone: Bayswater 2642.

**ICELAND:** Icelandic Legation, 17 Buckingham Gate, S.W.1. Phone: Victoria 5337.

**ITALY:** Italian State Tourist Department (E.N.I.T.), Kendal House, 1 Conduit Street, London, W.1. Phone: Mayfair 8629.

**LUXEMBOURG:** Luxembourg Government Information Office, 27 Wilton Crescent, S.W.1. Phone: Sloane 0443.

- MALTA:** Malta Government Offices, 39 St. James's Street, S.W.1.  
Phone: Regent 7361-2.
- NORWAY:** Norwegian State Railways Travel Bureau, 21 Cockspur Street, S.W.1. Phone: Whitehall 6666.
- PORTUGAL:** Casa de Portugal, 20 Lower Regent Street, S.W.1.  
Phone: Whitehall 4671.
- SPAIN:** Spanish Tourist Office, 70 Jermyn Street, S.W.1. Phone: Whitehall 8578.
- SWEDEN:** Swedish Travel Bureau, 21 Coventry Street, W.1.  
Phone: Whitehall 7767-68.
- SWITZERLAND:** Swiss National Tourist Office, 458/9 Strand, W.C.2. Phone: Whitehall 9851.
- YUGOSLAVIA:** Yugoslav Official Travel Bureau, Heddon House, 149-151 Regent Street, London, W.1. Phone: Regent 5243.

**Official Travel Information Offices in New York.**

- Austrian State Tourist Department, 247 Park Ave., New York, 17.
- Official Belgian Tourist Bureau, 422 Madison Ave., New York, 17.
- British Travel Association, 475 Fifth Avenue, New York, 17.
- Czechoslovak Consulate General, 6 East 67th St., New York, 21.
- Danish Information Office, 15 Moore Street, New York, 4.
- Legation of Finland, 2144 Wyoming Avenue, N.W., Washington, 8, D.C.
- French National Tourist Office, 610 Fifth Avenue, New York, 20.
- Royal Consulate General of Greece, 30 Rockefeller Plaza, New York, 20.
- Legation of Hungary, Room 2004, 37 Wall Street, New York, 5.
- Irish Tourist Bureau, 33 East 50th Street, New York, 22.
- Italian National Tourist Office, 29 Broadway, New York.
- Netherlands National Tourist Office, 10 Rockefeller Plaza, New York, 20.
- Norwegian Travel Information Office, 30 Rockefeller Plaza, New York, 20.
- Casa de Portugal, 630 Fifth Avenue, New York.
- Spanish Tourist Office, 500 Fifth Avenue, New York, 18.
- Swedish Travel Information Bureau, 630 Fifth Avenue, New York, 20.
- Swiss National Tourist Office, 475 Fifth Avenue, New York, 17.

## CONSULATES (in London)

<i>Country</i>	<i>Address</i>	<i>Office Hours</i>
AUSTRIA	1a Queen's Gate, S.W.7	- 10-1 n.s.
BELGIUM	104 Eaton Square, S.W.1	- 10-1, 3-5 Sats. 10-1
CZECHOSLOVAKIA	8 Grosvenor Place, S.W.1	10-1
DENMARK	29 Pont Street, S.W.1	- 10-12
FINLAND	65 Chester Square, S.W.1	- 10-12.30, 2-5.30 Sats. 10.30-12.30
FRANCE	51 Bedford Square, W.C.1 (Visas)	10-4 Sats. 10-12
GREECE	34 Hyde Park Square, W.2	10-1 Sats. 10-12
HOLLAND	117 Park Street, W.1.	9.45-11.45, 2.15-3.15 Sats. 10-12.30
HUNGARY	46 Eaton Place, S.W.1	- 11-1
ITALY	78 Portland Place, W.1	- 10-4 n.s.
LUXEMBOURG	27 Wilton Crescent, S.W.1	10-12, 2-4 n.s.
NORWAY	26 King Street, E.C.2	- 10-1
POLAND	54 Queen Anne Street, W.1	10-1, 3-5.30 Sats. 10-1
SPAIN	21 Cavendish Square, W.1	10-1 Sats. 10-12
SWEDEN	14 Trinity Square, E.C.3	- 10-12
SWITZERLAND	1 Montague Place, W.1	- 11-12.30, 2.30-4.30 Sats. 11-12
YUGOSLAVIA	195 Queen's Gate, S.W.7	- 10-1

n.s.—Not Saturdays.

## APPENDIX D

## DIRECTORY

## BELGIUM.

Touring Club de Belgique, Rue de la Loi, 44, Brussels.  
(Branch offices in Antwerp, Bruges, Ghent, Liege, Mons,  
Namur, Spa, Tournai, etc.).

## BRITISH ISLES.

- American Express, 6 Haymarket, London, S.W.1.  
Association of British Travel Agents, 10 Mayfair Place,  
London, W.1.  
Autocheques, 221 Regent Street, London, W.1.  
Automobile Association, Fanum House, New Coventry Street,  
London, W.1.  
B.A.S. Overseas Services, 22 St. Giles High Street, London,  
W.C.2.  
British Canoe Union, 33 The Avenue, Radlett, Herts.  
British Field Sports Society, 51 Victoria Street, London, S.W.1.  
British Gliding Association, Ltd., Londonderry House, 19 Park  
Lane, London, W.1.  
British Mountaineering Council, 74 South Audley Street,  
London, W.1.  
British Railways (Continental Sections): —  
Southern: Victoria Station, London, S.W.1.  
Eastern: Liverpool Street Station, London, E.C.2.  
British Speleological Society, University of Bristol, Bristol.  
Camping Club of Great Britain and Ireland, 38 Grosvenor  
Gardens, London, S.W.1.  
Catholic Travel Association, 9 Buckingham Palace Gardens,  
London, S.W.1.  
Central Bureau for Educational Visits and Exchanges, Hamil-  
ton House, Bidborough Street, London, W.C.1.  
Thos. Cook and Sons, Ltd., Berkeley Street, London, W.1.  
Co-operative Holidays Association, Birch Heys, Cromwell  
Range, Manchester, 14.  
Cyclists' Touring Club, 3 Craven Hill, London, W.2.  
Geographia, Ltd., 167 Fleet Street, London, E.C.4.  
Globetrotter's Club, BCM/Roving, London, W.C.1.  
Holiday Fellowship, Ltd., 142 Great North Way, London,  
N.W.4.

Institute of Travel Agents, Hastings House, Norfolk Street, London, W.C.2.

Irish Tourist Association, 19 Regent Street, London, S.W.1.

A. Johnson & Co. Ltd. (Agents for Linjeboss), Africa House, Kingsway, London, W.C.2.

Motorists' Travel Club, 109 Piccadilly, London, W.1.

National Cyclists' Union, 35 Doughty Street, London, W.C.1.

Queen's Institute of District Nursing, 57 Lower Belgrave Street, London, S.W.1.

Ramblers' Association, 48 Park Road, Baker Street, London, N.W.11.

Royal Automobile Club, Pall Mall, London, S.W.1.

Sifton Praed & Co. Ltd., 67 St. James's Street, London, S.W.1.

Edward Stanford, Ltd., 12 Long Acre, London, W.C.2.

Travel Association, 47 Leicester Square, London, W.C.2.

Workers' Travel Association, 34 Gillingham Street, London, S.W.1.

Youth Hostels Association Travel Bureau, 21 Bedford Street, London, W.C.2.

#### CHANNEL ISLANDS.

Morley Youth Hostel, nr. St. Peter Port, Guernsey.

States Tourist Department, Guernsey (also covers Alderney and Sark).

States Tourist Department, Jersey.

#### CZECHOSLOVAKIA.

Czechoslovak Automobile Club, 29 Jana Opletala, Prague.

Czechoslovak Touring Club, Lazarská, 4, Prague.

#### DENMARK.

Anglers' Association, Stormgade, 13, Copenhagen, K.

Anglo-Danish Students' Bureau, 71 Piccadilly, London, W.1.

Dansk Folk-Ferie, Frederiksborggade, 42, Copenhagen, V.

Geodætisk Institut, Proviantgaarden, Copenhagen, V.

Royal Yacht Club, Dahlerupagade, 1, Copenhagen, V.

#### FINLAND.

Finnish Tourist Association, Mikonkatu, 15A, Helsinki.

Suomen Ylioppilaskuntien Liito, Mannerheimintie, 5c, Helsinki.

## FRANCE.

Compagnie Generale Transatlantique ("French Line"—sailings to Corsica, etc.), 20 Cockspur Street, London, S.W.1.

Michelin Guides, 97 Boulevard Periere, Paris, 17e.

Touring Club de France, 165 Avenue de la Grande Armée, Paris.

Tourisme et Travail, 58 Rue d'Hauteville, Paris, 10e.

## HOLLAND.

Ellerman's Wilson Line, Ltd. (sailings Hull—Rotterdam, etc.), Hull.

Royal Dutch Touring Club, 18/20 Parkstraat, The Hague.

## HUNGARY.

"Ibusz" Travel Bureau, Molotov-ter 2, Budapest, 5.

## ICELAND.

Iceland Tourist Bureau, Reykjavik.

## ITALY.

Touring Club Italiano, Corso Italia, 10, Milan.

C.I.T. (and C.I.A.T.), 66 Haymarket, London, S.W.1.

## LUXEMBOURG.

Office Luxembourgeois de Tourisme, Avenue de la Liberté, Luxembourg.

## NORWAY.

Bergen Steamship Co. Ltd., 21 Cockspur Street, London, S.W.1.

P. H. Mathiessen & Co. Ltd. (Olsen Line: Newcastle—Oslo), 54 Pilgrim Street, Newcastle-on-Tyne.

Norwegian Hunting and Fishing Association, Prinsengst, 21, Oslo.

Norwegian State Railways Travel Bureau, 21 Cockspur Street, London, S.W.1.

Norwegian Touring Club, Stortingst, 28, Oslo.

Royal Norwegian Yacht Club, Fr. Nansen's plass, 9, Oslo.

## POLAND.

Orbis, Hotel Polonia, Warsaw.



## PORTUGAL.

Secretariado Nacional de Informação, Praça dos Restauradores,  
Lisbon.

## SPAIN.

Instituto de Espana (Spanish Institute), 102 Eaton Square,  
London, S.W.1.  
Spanish State Tourist Department, Medinaceli, 2, Madrid.

## SWEDEN.

British and Northern Shipping Agency (sailings London—  
Gothenburg), Marlow House, Lloyds Avenue, London, E.C.3.  
Reso, Barnhusgatan, 18, Stockholm.  
Swedish Touring Club, Stureplan, 6, Stockholm.

## SWITZERLAND.

Popularis Suisse, 6 Royal Arcade, Old Bond Street, London,  
W.1.

Branches in all the large mountaineering centres as well as  
in the Swiss towns.

Swiss Angling Associations:

Schweizerischer Fischereiverein, Aarau.

Schweizerischer Sportfischerverband, Wohlen.

## YUGOSLAVIA.

Putnik, Belgrade.

Some Foreign Names of Countries, Towns and Cities, etc.,  
with English names in common use.

Anvers—Antwerp	Lac Léman—Lake of Geneva
Basel—Basle	Lisboa—Lisbon
Belgique—Belgium	Livorno—Leghorn
Beograd—Belgrade	Luzern—Lucerne
Bodensee—Lake of Constance	München—Munich
Bolonia—Bologna	Napoli—Naples
Brugge—Bruges	Norge—Norway
Bruxelles—Brussels	Oesterreich—Austria
Den Haag—The Hague	Padova—Padua
Deutschland—Germany	Plzen—Pilsen
Dunkerque—Dunkirk	Polska—Poland
España—Spain	Porto—Oporto
Firenze—Florence	Praha—Prague
Gand—Ghent	Schweiz—Switzerland
Gdansk—Danzig	s'Gravenhage—The Hague
Genova—Genoa	Sevilla—Seville
Gent—Ghent	Suisse—Switzerland
Göteborg—Gothenburg	Suomi—Finland
Helsingor—Elsinore	Sverige—Sweden
Hoek van Holland—Hook of Holland	Trier—Trèves
Island—Iceland	Torino—Turin
Karlovy Vary—Carlsbad	Venezia—Venice
København—Copenhagen	Vierwaldstättersee—Lake Lucerne
Köln—Cologne	Vlissingen—Flushing
Konstanz—Constance	Wien—Vienna
Kraków—Cracow	Zaragossa—Saragossa

APPENDIX E  
FOOD IN FOUR LANGUAGES

ENGLISH	GERMAN	FRENCH	ITALIAN
<b>SOUPS</b>	<b>SUPPEN</b>	<b>POTAGES</b>	<b>MINESTRE</b>
Vermicelli soup	Nudelsuppe	Consommé aux vermicelles	Vermicelli al brodo
Clear soup with crusts	Milzschmittchen-Suppe	Consommé aux Croustons	Fette di milza in brodo
Barley soup	Gersten-Suppe	Potage d'orge perlée	Minestra d'orzo
<b>MEATS</b>	<b>FLEISCHSPEISEN</b>	<b>VIANDES</b>	<b>CARNE</b>
Roast Veal	Kalbshaten	Vœu rôti	Vitello arrosto
Boiled Beef	Beinfleisch	Côte de bœuf bouilli	Manzo all'osso lessa
Roast Pork	Schweinshaten	Porc rôti	Maiale arrosto
Roast Beef with Onions	Zweibelrostbraten	Bœuf rôti aux oignons	Braciola con cipolle
Veal Cutlet	Naturschnitzel	Escalope de veau	Costoletta di vitello
Sausage	Würstel	Saucisse	Salsiccia
Ox-Tongue	Rindszunge	Langue de bœuf	Lingua di manzo
Fried Sweetbreads	Kalbsries gebackten	Ris de veau frite	Manzo all'osso lessa
Fried Liver	Leber gebacken	Foie sauté	Maiale arrosto
Calf's Foot	Kalbsstelze	Jarret de veau	Braciola con cipolle
Brains (with egg)	Hirn (mit Ei)	Cervelle (à l'œuf)	Costoletta di vitello
Fried Kidneys	Niere gebrätet	Rognons sautés	Salsiccia
Cold Meat	Gemischter Aufschnitt	Vianes froides assorties	Lingua di manzo
<b>EGGS</b>	<b>EIER</b>	<b>ŒUFS</b>	<b>UOVA</b>
Fried Eggs	Spiegeleier	Œufs sur plat	Uova al burro
Omelette	Omelette	Omelette	Omlette
<b>VEGETABLES</b>	<b>GEMUSE (OR BEILAGEN)</b>	<b>LEGUMES</b>	<b>VERDURA</b>
Boiled Potatoes	Salzkartoffel	Pommes nature	Patate lesse
Fried Potatoes	Geröstete Kartoffel	Pommes sautées or Pommes frites	Patate fritte
Rice	Reis	Riz	Riso
Green Salad	Grüner Salat	Salade de laitue	Insalata verde
Potato Salad	Kartoffelsalat	Salade de pommes de terre	Insalata di patate
<b>SWEETS</b>	<b>MEHLSPESSEN</b>	<b>DESSERT</b>	<b>DOLCI</b>
Stewed Fruit	Kompote	Compôte	Frutta cotta
Pancake (filled)	Palatschinken gefüllt	Crêpe aux confitures	Crêpe ripiena
Dessert Fruits	Gemischtes Obst	Fruits	Frutta mista
Cake	Torte	Gâteau	Torta
<b>Cheese</b>	<b>Käse</b>	<b>Fromage</b>	<b>Formaggi</b>
Butter	Butter	Beurre	Buio
Bread	Brot	Pain	Pane

## APPENDIX F

**ACKNOWLEDGMENTS**

In the preparation of this book we have consulted and taken advice from a large number of persons. Without their kind assistance we could not have hoped to have presented so many useful and up-to-date facts. If there is an occasional error, the blame is ours. We wish, however, to record here our most grateful thanks to all these helpers, hoping that they will excuse our not mentioning individual names, for reasons of space.

Picture credits are as follows :

Austrian State Tourist Department, Nos. 1-3.

Belgian Marine, Railways, Tourism, Nos. 4-6.

V. Claverol, No. 59.

Finland Travel Association, No. 7.

Commissariat General au Tourisme, Nos. 10-14.

Thomas Cook & Son, Ltd., Nos. 15-16.

Royal Danish Ministry for Foreign Affairs, Nos. 17-19, 62.

Netherlands National Tourist Office, Nos. 20-22.

Office Luxembourgeois de Tourisme, Nos. 33-34.

Norway Travel Association, Nos. 35-38.

Yugoslav Embassy, Nos. 39-40.

Casa de Portugal, Nos. 41-42.

Spanish Tourist Office, No. 44.

Swedish Travel Bureau, Nos. 49-52.

Greek Consulate, No. 57.

Paul Popper, Nos. 23-25, 28, 32, 43, 45, 46, 53-56, 58, 60,  
61, 63, 64.

Exclusive New Agency, Nos. 26, 27, 29-31, 47, 48.

# INDEX

Throughout this book we use English names of places where they are in more common use than the native names. For example we use Copenhagen and not Kobenhavn, Florence and not Firenze. A list of equivalents is given on page 281.

In the index all names beginning with Le, La and Les are listed under the second word of the name: thus Les Baux will be found under "B" and not "L". All *saints* are indexed together, whether the usual form of the word is St., Ste., Saint or Sainte.

- Aalborg, 131
- Aalsmeer, 182
- Aandalsnes, 211, 212
- Aarhus, 83, 131, 134
- Abersee, 108
- Abisko, 88, 97, 236
- Achensee, 108
- Adelboden, 245
- Adriatic Sea, 90, 253
- Æbeltoft, 131
- Agrigento, 77, 78, 192, 197
- Aix-en-Provence, 150
- Aix-les-Bains, 149
- Ajaccio, 96, 153
- Akureyri, 269, 270
- Aland Islands, 139
- Albania, 80, 94, 256
- Albi, 67, 155
- Alcázar, 75
- Alcobaça, 220
- Alderney, 264-5
- Aletsch Glacier, Gt., 244
- Alhambra, 75, 228
- Alicante, 229
- Alkmaar, 183
- Allerbeiligen, 163
- Allgäu Alps, 165
- Allos, Col d', 150
- Allues, Les, 96
- Almanagja, 269
- Almen, 259
- Alpnachstad, 242
- Alps, The, 64, 73, 82, 108, 144, 149, 150, 154, 155, 158, 192, 198, 244 *seq.* 254, 257
- Als, 150
- Alsace, 148
- Altamira, 63, 68, 229
- Amalfi, 88, 197, 198
- Amersfoort, 184
- Amiens, 67, 148, 155
- Amsterdam, 69, 83, 179 *seq.*
- Ancy-le-Franc, 149
- Andorra, 64, 73, 89, 260-1
- Annecy, 80
- Annecy, Lake of, 149
- Andritsaena, 176
- Anthéor, 150
- Aosta, Val d', 198
- Apennines, The, 192, 263
- Aquila, 198
- Aran Islands, 71, 81
- Ardennes, The, 70, 73, 74, 95, 112, *seq.* 174-6, 201, 203
- Arc, 236
- Arezzo, 199
- Argos, 176
- Arles, 69, 88, 150, 155
- Arnavatn, 270
- Arne, 357
- Arnhem, 124
- Arolla, 245
- Arosa, 247, 249
- Arrabida, 221
- Asbyrgi, 269
- Asino, 176
- Assisi, 69, 198
- Asturias, 230
- Athens, 69, 77, 82, 174 *seq.*
- Athos, Mt., 176
- Austria, 6, 58, 63, 68, 80, 81, 88, 92, 93, 99 *seq.*
- Auvergne, 151
- Avebury, 63

- Avignon, 64, 69, 90, 150  
 Avila, 225 *seq.*  
 Axenstrasse, 64  
 Ax-les-Thermes, 94, 261
- Bad Aussee, 107  
 Baden-Baden, 163  
 Bad Gastein, 106  
 Bad Ischl, 107  
 Bad-Schuls-Tarasp-Vulpera, 247  
 Bad Tölz, 166, 171  
 Bakony Mountains, 186  
 Balaton, Lake, 188  
 Balearic Islands, 224, 229  
 Balestrand, 2, 10, 211  
 Baltic Sea, 90, 97, 133, 170, 216  
 Baltzers, 262  
 Barcelona, 224-25  
 Barra, 81  
 Basle, 64, 90, 161, 242  
 Basque Country, 7, 73, 94, 154, 230  
 Bassae, 176  
 Bastia, 153  
 Batak, 258  
 Batalha, 220  
 Bath, 88  
 Baule, La, 147  
 Baux, Les, 150  
 Bavaria, 167, 168  
 Bavarian Alps, 70, 95, 158, 170  
 Bayeux, 146  
 Bayreuth, 168  
 Beaufort, 203  
 Beaune, 149, 154  
 Beckenried, 247  
 Belgium, 6-37, 38, 70, 74, 76, 89, 95,  
 110 *seq.*  
 Belgrade, 252 *seq.*  
 Berchtesgaden, 159, 160  
 Bergen, 93, 206 *seq.*  
 Berlin, 159, 168, 170  
 Berne, 248-9  
 Bernese Oberland, 244-5  
 Bernina, 246  
 Berwang, 103  
 Beskydy Mountains, 127  
 Bezau, 102  
 Białowieża, 85, 216  
 Biarritz, 35, 89, 143
- Bigorre, Pic due Midi de, 152  
 Binche, 74, 116  
 Biskupin, 216  
 Bistritsa, Castle, 258  
 Black Forest, 75, 95, 158 *seq.*  
 Black Sea, 90, 159, 259  
 Blankenberge, 113  
 Blankso, Grottoes of, 68, 126  
 Blausee, 249  
 Bled, 71, 97, 254  
 Blenheim Palace, 66  
 Blois, 153  
 Bludenz, 102  
 Blumlisalphütte, 249  
 Bodensee (Lake Constance), 102, 108,  
 164  
 Bohemia, 66, 125, 126  
 Bohinj, 71, 97, 254  
 Böhmer Wald, 158  
 Bologna, 198  
 Bonifacio, 70, 153  
 Bonn, 161  
 Bordeaux, 154  
 Borgund, 212  
 Bornholm, 68, 71, 81, 129 *seq.*  
 Boskoop, 182  
 Bosnia, 80, 254, 255  
 Boston Stump, 67  
 Bouillon, 115  
 Boulogne, 143  
 Bourg-Madame, 94  
 Bourg, 94  
 Bourges, 67, 155  
 Bourget, Le, Lake of, 149  
 Braga, 220  
 Brand, 102  
 Brasov, 259  
 Bratislava, 189  
 Braunau, 107  
 Braunton Burrows, Devon, 85  
 Bregenz, 102, 103, 108  
 Breithorn, 245  
 Brenner Pass, 64  
 Brera, 83  
 Briançon, 150  
 Brienz, 245, 249  
 Brigue, 217, 221, 245  
 Brissago, 246  
 Britain, Great, 24, 56, 66, 72, 79, 83,  
 84, 98 *seq.*  
 British Museum, 88, 119  
 Brittany, 63, 72, 89, 144, 146, 147,  
 154, 155  
 Brno, 126  
 Broads, Norfolk, 97

Brocken, 169  
 Bruges, 64, 69, 72, 113, 114, 116  
 Brussels, 64, 82, 93, 96, 111 *seq.*  
 Bugaco, 221  
 Bucharest, 259  
 Budapest, 185 *seq.*, 259  
 Bulea, Lake, 259  
 Bulgaria, 94, 257-3  
 Bulken, 212  
 Buochs, 247  
 Burele, 257  
 Burgas, 258  
 Burgos, 67, 225 *seq.*  
 Burgundy, 149  
 Burserborg, 102  
 Bussy, Rabutin, 149  
 Bygdöy, 137, 209

Cádiz, 223, 229  
 Caen, 146  
 Calabria, 199  
 Calais, 63, 143  
 Caledonian Canal, 91  
 Callender, 120  
 Calvados, 146  
 Calvi, 153  
 Camargue, 85  
 Cambridge, 67, 75, 119  
 Campo Tencia, 246  
 Canas de Senhorim, 221  
 Candia, 177  
 Canigou, Mt., 152  
 Cannes, 150, 154  
 Cantabria, 230  
 Canterbury, 67, 95, 119  
 Cap Corse, 153  
 Capri, 197  
 Carcassonne, 35, 69, 151  
 Carinthia, 59, 101 *seq.*  
 Carlsbad, 125  
 Carnac, 63  
 Carnian Alps, 192  
 Carpathian Mountains, 73, 82  
 Castellane, 150  
 Castel Moia, 71  
 Castle Howard, 66  
 Catalonia, 64  
 Causse, The, 151  
 Cava, La, 198  
 Cavalaire, 150  
 Cenotaph, London, 83  
 Cento Valley, 93

Cerdagne, The, 152  
 Cetinje, 257  
 Cevennes, 151  
 Chablis, 149  
 Chaeroneia, 176  
 Chalon, 64  
 Chambord, 153  
 Chamonix, 159  
 Champagne, 143  
 Champs-Élysées, 86  
 Channel Islands, 264-5  
 Chantilly, Forest of, 146  
 Charlevoix, 116  
 Chartres, 67, 146, 155  
 Cheddar Caves, 68  
 Chenonceaux, 153  
 Cherbourg, 143  
 Cheverny, 153  
 Chester, 119  
 Chiem, See, 167  
 Chilham, 119  
 Christianso, 71, 81, 133, 134  
 Cicmany, 126  
 Cinquantenaire, 82  
 Cinto, Monte, 153  
 Cintra (Sintra), 219  
 Civitavecchia, 193  
 Clermont-Ferrand, 157  
 Clervaux, 203, 204  
 Cluj, 259  
 Clyde, River, 97  
 Coimbra, 220  
 Colmar, 148  
 Combloux, 149  
 Como, Lake, 64, 198  
 Compiègne, 146  
 Condamine, La, 262  
 Connemara, 71, 81, 121  
 Constance, 242  
 Constance, Lake, 102, 108, 164, 170, 171, 248  
 Conway, 70  
 Copenhagen, 37, 129 *seq.*  
 Corbiere, La, 265  
 Cordoba, 67, 225  
 Corfu, 176  
 Corinth, 175, 176  
 Corse, Cap, 153  
 Corsica, 29, 64, 73, 75, 81, 84, 85, 95, 96, 144, 153, 155  
 Corte, 159  
 Cortina d'Ampezzo, 198  
 Costa Brava, 90, 229  
 Cracow, 215, 216  
 Crete, 81, 174, 177

- Crianlarich, 96  
 Crimea, 260  
 Cristallina, Piz, 246  
 Crnogorces, The, 255  
 Cuillins, The, 88  
 Cyclades, 81, 176  
 Cyprus, 96, 266  
 Czechoslovakia, 97, 122 *seq.*  
 Czestochowa, 87, 216
- Dalecarlia, 236, 237  
 Dalmatia, 81, 90, 252 *seq.*  
 Dalsland, 234  
 Damuls, 102  
 Danube, River, 65, 90, 101, 158, 167, 170, 186, 188, 252  
 Daphni, 175, 176  
 Dauphine, 96, 149, 150, 155  
 Davos, 247, 248  
 Dean, Forest of 75  
 Deauville, 89  
 Debrecen, 187  
 Delft, 70, 182  
 Dellach, 108  
 Delos, 176  
 Delphi, 77  
 Denmark, 56, 63, 66, 70, 74, 83, 91, 92, 97, 98, 127, *seq.*  
 Derjan, 257  
 Derwentwater, 81  
 Dettifoss, 269  
 Detva, 126  
 Diekirch, 203, 204  
 Dieppe, 143  
 Dijon, 149  
 Dinan, 147  
 Dinant, 64, 115  
 Dinard, 89, 140, 147  
 Dinkelsbühl, 168, 171  
 Dneister, River, 65  
 Dobsina, 126  
 Dodecanese, 174  
 Dolomites, The, 64, 70, 82, 95, 97, 194, *seq.*  
 Domodossola, 93  
 Donegal, 90, 121  
 Doorn, 124  
 Dordogne, River, 63, 65, 68, 154  
 Dordrecht, 181  
 Dospat, 258  
 Douro, River, 221
- Drau, River, 109  
 Drenthe, 63  
 Dresden, 169  
 Drina, River, 254  
 Drottningholm, 236  
 Dublin, 121  
 Dubrovnik, 71, 253, 255, 257  
 Dunajec, River, 65  
 Dunkirk, 143  
 Durance, River, 150, 154  
 Durham, 67
- Echternach, 203, 204  
 Eden Roc, 89  
 Edinburgh, 69, 71, 72, 79, 120  
 Eger, 187, 189  
 Ehrwald, 103, 165  
 Eire (see Ireland)  
 Eisriesenwelt, 68  
 Elba, 95, 199  
 Elbe, 158  
 Elbasan, 257  
 Eleusis, 175  
 Eleuthaere, 176  
 Elisabethstadt, 259  
 Elsinore, 72, 133  
 Ely, 119  
 Engadine, 246, 248  
 Engelberg, 244, 245  
 England, 67, 68, 73, 75, 81, 95, 97.  
 (See also Britain.)  
 Enkhuisen, 184  
 Enna, 197  
 Enns, 107, 109  
 Envalira, 89  
 Epernay, 148  
 Epidaurus, 77, 176  
 Eriskay, 71  
 Erz Gebirge, 168, 169  
 Esbjerg, 129, 130, 134  
 Esch-sur-Alzette, 204  
 Esch-sur-Sûre, 203  
 Escorial, 226  
 Eski, Djumaya, 258  
 Estonia, 260  
 Estoril, 96, 219  
 Esztergom, 187  
 Etna, Mount, 71, 94, 192  
 Eton, 119  
 Evian, 149  
 Eyjafjördur, 269



- Faakersee, 105  
 Fagaras, 259  
 Famagusta, 266  
 Fano, 130  
 Fantoft, 212  
 Faroe Islands, 90, 266-7  
 Fatima, 87  
 Feldkirch, 93  
 Feldberg, 163, 164  
 Ferrara, 192  
 Fiesole, 196  
 Final Marina, 198  
 Finland, 65, 80, 81, 83, 91, 135 *seq.*  
 Finsteraarhorn, 244  
 Flanders, 148  
 Florence, 64, 69, 71, 83, 194 *seq.*  
 Fløyfjellet, 210  
 Flüelen, 242  
 Fontainebleau, 75, 146  
 Fontanella, 102  
 Font-Romeu, 152  
 Fort William, 79, 120  
 Fougères, 147  
 France, 6, 20, 24, 26, 38, 40, 41, 44,  
     49, 63, 67, 73, 75, 76, 79, 80, 85,  
     87, 92, 94, 96, 98, 140 *seq.*, 261  
 Frankfurt, 159  
 Frederiksborg, 133  
 Freiburg, 164, 171  
 Freudensstadt, 158, 163  
 Fribourg, 248  
 Friesach, 105  
 Frognerstet, 210  
 Frutigen, 249  
 Funen, 129, 130, 131, 133  
 Furka Pass, 245  
 Furth im Wald, 171  
 Galtor, 103  
 Gandria, 246  
 Gaping Ghyll, 68  
 Garda, Lake, 81, 199  
 Gargellen, 62  
 Garmisch-Partenkirchen, 159, 165  
 Gaschurn, 102  
 Gavarnie, Cirque de, 152  
 Gdynia, 215  
 Gelo, 210  
 Geiranger, 210, 211  
 Geirangerfjord, 211  
 Gelderland, 184  
 Generalife, 75  
 Geneva, 35, 228, 248  
 Geneva, Lake, 49, 244, 248  
 Genoa, 64, 93, 198  
 Gerlos, 103  
 Germany, 63, 88  
 Gersau, 247  
 Geysir, 269-70  
 Ghent, 64, 114  
 Ghortina, 177  
 Giant Mountains, 97, 126  
 Gibraltar, 96, 223, 261  
 Giethoorn, 183  
 Ginzling, 103  
 Gjemnes, 211  
 Glavafjorden, 237  
 Glencoe, 95, 120  
 Glen Nevis, 120  
 Goes, 124  
 Gorey, 265  
 Göta Canal, 91, 234, 238  
 Gothenburg, 233, 234  
 Gotthard Tunnel, 193  
 Gotland, 72, 81, 237  
 Gouda, 182  
 Gozo, 270  
 Granada, 69, 72, 75, 96, 225 *seq.*  
 Grandes Rousses, 149  
 Granja, La, 228  
 Graz, 64, 107  
 Great St. Bernard—see St.  
 Greece, 6, 74, 77, 78, 80, 84, 172  
     *seq.*  
 Greenwich, 118  
 Grevenmacher, 203  
 Gries am Inn, 103  
 Grimsel Pass, 242  
 Grindelwald, 242, 245  
 Grip, 212  
 Gripsholm, 235, 238  
 Grisons (Graubünden), 84, 246, 250  
 Grosse Scheidegg, 249  
 Grossglockner, 105, 106, 108, 109  
 Grotli, 211  
 Gryla, 269  
 Gschnitz, 103  
 Gudbrandsdal, 97, 210, 211  
 Gudvangen, 211  
 Guernsey, 264, 265  
 Gullfoss, 270  
 Gurl, 105  
 Gyöngyös, 188  
 Győr, 188

- Haarlem, 182  
 Haghia Laura, 176  
 Haghia Triada, 177  
 Hague, The, 180, 181, 182  
 Hajdúszoboszló, 188  
 Haller, 103, 106  
 Hallstattersee, 81, 106, 108  
 Hamburg, 159, 160  
 Hammerfest, 138  
 Hampton Court, 118  
 Han, Grottoes of, 68, 114  
 Hango, 138  
 Harlingen, 183  
 Harwich, 129, 179, 233  
 Harz Mountains, 158, 169, 171  
 Havre, 143  
 Hebrides, The, 71, 81, 90, 94  
 Heidelberg, 162  
 Heiligenblut, 105  
 Heiligenkreuz, 107  
 Hekla, Mount, 89, 270  
 Helsinki, 136 *seq.*  
 Heltau, 259  
 Henley-on-Thames, 119  
 Hercegnovi, 254  
 Hereford, 119  
 Herm, 265  
 Hermitage, Leningrad, 83  
 Herzegovinia, 254, 255  
 Hexentenplatz, 169  
 Hillegom, 182  
 Hintertux, 103  
 Hitterdal, 212  
 Hochosterwitz, 105  
 Holland, 49, 61, 63, 70, 81, 85, 91,  
     92, 97  
 Holmenkollen, 209  
 Holtavorduheidi, 269  
 Hook of Holland, 129, 179  
 Hoorn, 183  
 Hortobagy, 189  
 Hredavatn, 269  
 Huculs, 94  
 Hungary, 40, 62, 73, 74, 76, 80, 94,  
     185 *seq.*  
 Husafell, 270  
 Hvar, 254  
 Husavik, 269  
 Hveravellir, 270  
 Hvitarvatn, 270  
 Hyères, 150  
 Iceland, 72, 80, 89, 90, 267-70  
 Igls, 103  
 Inari, Lake, 81  
 Inn River, 108  
 Inn, Valley of, 103  
 Innsbruck, 64, 80, 83, 89, 100, *seq.*,  
     165, 166  
 Interlaken, 88  
 Inverness, 94, 120  
 Ionian Sea, 173  
 Ireland, 40, 56, 63, 74, 80, 90, 120,  
     121  
 Irish Sea, 31  
 Iron Gate, 90  
 Irun, 223  
 Isar, River, 65, 166  
 Ischgl, 103  
 Ischia, 81, 197, 199  
 Italian Lakes, 75, 81, 194 *seq.*  
 Italy, 6, 38, 40, 44, 63, 67, 73, 79,  
     80, 81, 91, 92, 93, 95, 97, 196 *seq.*  
 Iviza 229  
 Jajce, 254  
 Jämtland, 236  
 Jan Mayen Island, 85, 238  
 Jeronimos, Convent of, 219  
 Jersey, 264, 265  
 Jethou, 264  
 Jotunheim Mountains, 95, 212  
 Julian Alps, 192, 285  
 Junfrau, 88, 244, 245, 249  
 Jura Mountains, 48, 154, 245, 248  
 Jutland, 63, 90, 129 *seq.*  
 Kalavrutia, 176  
 Kaldidalur, 269, 270  
 Kalofer, 258  
 Kampen, 183  
 Kandersteg, 249  
 Kangasniemi, 138  
 Karlovo, 125  
 Karlovy Vary, 125  
 Karlstad, 237  
 Karwendel Mountains, 166  
 Kecskemét, 188  
 Kensington, 118  
 Kerry, 121  
 Kerz, 259

- Kew Gardens, 75, 119  
 Kilpisjärvi, Lake, 138  
 Kirkenes, 90, 206, 211  
 Kiruna, 93  
 Kitzbühel, 97, 105, 104, 193  
 Klagenfurt, 64, 105  
 Klampenborg, 154  
 Knebel, 131  
 Kniebis, 163  
 Knole, 118  
 Knossos, 177  
 Kobilino Branishtse Pass, 255  
 Koblenz, 162  
 Kocan, 257  
 Königsee, 167  
 Korcula, 71, 255  
 Kosice, 125  
 Köse, 188  
 Kresna Gorge, 258  
 Krimml Falls, 106  
 Kristiansund, 211, 212  
 Kronborg, 133  
 Kruja, 257  
 Kufstein, 104  
 Kukes, 257  
 Kurbnesh, 257  
 Kútina Hora, 125  
 Kyle of Lochalsh, 88  
 Kyrenia, 266  
 Languedoc, 151, 152  
 Lány, 124  
 Lapland, 138, 139, 212, 233, 234  
 Lapp Gate, 88  
 Larnaca, 266  
 Laroche, 115  
 Larochette, 203  
 Lascaux Grotto, 68, 154  
 Latvia, 260  
 Langarvatn, 269  
 Lausanne, 249  
 Lauterbrunnen, 249  
 Law Courts, London, 83  
 Lech, 102  
 Lech, River, 65  
 Leeuwarden, 183  
 Leksand, 236  
 Leningrad, 85, 260  
 Levantina, Val, 246  
 Levi Isker, Valley, 258  
 Leyden, 182  
 Lidice, 125  
 Lido, 89  
 Leichtenstein, 262  
 Lierre, 70, 114  
 Lillafüred, 189  
 Lille, 148  
 Lillehammer, 83, 97, 210-12  
 Limassol, 266  
 Limfjord, 130, 131  
 Lincoln, 67  
 Linderhof (castle), 166  
 Linz, 107  
 Lisbon, 87, 218, 219  
 Lisieux, 87, 146, 154  
 Lisse, 182  
 Lithuania, 260  
 Llivia, 152  
 Locarno, 93, 246  
 Loen, 211, 212  
 Loen fjord, 88  
 Lofoten Islands, 211  
 Lofthus, 210  
 Loire, River, 66, 70, 152, 153  
 Loisach, River, 65  
 Lombardy, 192  
 London, 59, 69, 79, 82, 83, 118, 119  
 Lorelei (rock), 161  
 Lorraine, 148  
 Lötschental, 249  
 Lourdes, 87, 152, 154  
 Lowitz, 216  
 Lucca, 67  
 Lucerne, 242, 247, 248  
 Lucerne, Lake of, 64, 242, 247  
 Ludlow, 119  
 Lugano, Lake, 246  
 Luhacovice, 126  
 Luso, 221  
 Lutraki, 175  
 Lutzebourg, 148  
 Luxembourg, 37, 64, 66, 70, 80, 95,  
 200 *seq.*  
 Lyons, 64, 90  
 Macedonia, 257  
 Madrid, 82, 223 *seq.*  
 Mafra, 219  
 Magadino, 246  
 Mägdelsprung, 169  
 Maggiore, Lake, 198, 246

- Maibaugen, 83, 212  
 Mainz, 161  
 Majorca, 229  
 Malackva, 258  
 Maladetta, 152  
 Málaga, 96, 229  
 Malines, 114  
 Mallia, 177  
 Mallnitz, 108  
 Maloja, 247  
 Malmaison, 146  
 Malmö, 235  
 Malta, 96, 270  
 Malvern, 72  
 Manacor, 229  
 Marathon, 175  
 Marbacka, 237  
 Maree, Loch, 81  
 Mariánské Lázně, 125  
 Maria Saal, 105  
 Mariehamn, 139  
 Marken, 121, 184  
 Marienbad, 125  
 Marseilles, 144  
 Massif Central, 144, 151, 154  
 Mátra Mountains, 186, 189  
 Matterhorn, 245  
 Mayrhofen, 103  
 Megalopolis, 176  
 Megara, 175, 177  
 Megaspelon, 176  
 Megève, 149  
 Meiringen, 80, 245, 249  
 Menton, 150  
 Merano, 64  
 Meschen, 259  
 Messemvria, 258  
 Messina, 93  
 Messina, Straits of, 193  
 Meteora Monasteries, 176  
 Meuse, River, 115, 116  
 Mezőkővesd, 189  
 Michelsburg, 259  
 Middelburg, 183, 184  
 Milan, 64, 83, 198  
 Millstatt, 104  
 Millstättersee, 104  
 Minho, 220  
 Minorca, 229  
 Miskolc, 188  
 Mistra, 176  
 Mittenwald, 166  
 Modane, 193  
 Mödling, 107  
 Molde, 211  
 Mon, 133  
 Monaco, 89, 262-3  
 Monastir, 257  
 Mönch, 244  
 Mondego, River, 221  
 Mondorf, 203, 204  
 Monmouth, 119  
 Monreale, 67  
 Monte Carlo, 262  
 Montenegro, 255  
 Monte Rosa, 245  
 Montgenèvre, 150  
 Mont Louis, 152  
 Montreux, 249  
 Mont, St. Michel, 147  
 Montserrat, 72, 87, 225, 230  
 Montserrat, 220  
 Mora, 236  
 Moravia, 126  
 Morea, 176  
 Moscow, 162, 170, 171, 201 *seq.*, 260  
 Moselle, River, 65, 90  
 Mulhouse, 64  
 Müllerthal, 204  
 Munich, 159, 168, 170  
 Munkebjerg, 131  
 Mürren, 245  
 Mycenae, 176  
 Myvatn, 269  
 Naantali, 138  
 Nagyköros, 188  
 Namur, 64  
 Nancy, 64, 154  
 Naples, 2, 78, 80, 81, 192 *seq.*  
 Narva, 260  
 Narvik, 93, 211  
 Naupli, 176  
 Nazare, 221  
 Neckar, River, 65  
 Negoj, 259  
 Neretva, River, 254  
 Neuchâtel, 248  
 Nevis, Ben and Glen, 120  
 New Forest, 75, 80, 143, 144, 150, 155  
 Nice, 35  
 Nicopolis ad Nestos, 258  
 Nicosia, 266  
 Nieuwe Gracht, 182  
 Nijmegen, 184

- Nîmes, 88, 150, 155  
 Noordwijk, 182  
 Nordurdalur, 269  
 Norfolk Broads, 97  
 Normandy, 144, 146  
 North Cape, 211  
 Norway, 2, 6, 63, 68, 72, 73, 80, 82,  
     83, 88, 93, 94, 95, 97, 204 *seq.*  
 Nyborg, 132  
 Nyiregyháza, 189  
  
 Oban, 120  
 Oberammergau, 72, 166  
 Ober-Gurgl, 103  
 Oberland, Bernese, 244, 245  
 Ober-Lech, 102  
 Oberstorf, 165  
 Odense, 131  
 Oder, River, 158, 215  
 Oesemensee, 249  
 Oetz, 103  
 Oetz Valley, 103  
 Ohrid, 257  
 Okol, 257  
 Olden, 211, 212  
 Olympia, 77, 176  
 Olympus, Mt., 266  
 Omul, 259  
 Opatija, 253, 255  
 Oppeln, 216  
 Oppenau, 163  
 Oporto, 220  
 Orange, 88, 150  
 Orkanie, 258  
 Orleans, 155  
 Orvieto, 67  
 Oslo, 83, 206 *seq.*  
 Osman Pazar, 258  
 Ossiachsee, 105  
 Ossikovitsa, 258  
 Ostend, 64, 100, 123  
 Ostergötland, 237  
 Ostersund, 93  
 Ostia, 88  
 Oulo Rapids, 138  
 Our, River, 202  
 Oxarafoss, 269  
 Oxford, 69, 75, 119  
  
 Padua, 198  
 Puraeus, 174  
 Paestum, 78  
 Palermo, 67, 96, 194 *seq.*  
 Palma, 229  
 Papas Golu Lakes, 258  
 Paris, 37, 57, 58, 59, 64, 69, 81, 82,  
     86, 87, 143 *seq.*  
 Paros, 176  
 Parthenon, 102  
 Pasterz Glacier, 105  
 Patras, 176  
 Pau, 152  
 Pécs, 126, 188  
 Pembrokeshire, 85, 90  
 Périgueux, 63  
 Perpignan, 64, 94, 151  
 Pertos-Guirec, 147  
 Perth, 94  
 Pertisau, 108  
 Perugia, 69, 80, 88, 92, 194 *seq.*  
 Peshtera, 258  
 Pessons, Cirque des, 261  
 Petőfi-tér, 187  
 Petsamo, 138  
 Petseri, 260  
 Pforzheim, 164  
 Phaestos, 177  
 Phreneos, 176  
 Piatra Arsa, 259  
 Piedmont, 198  
 Pilatus, 247, 249  
 Pilgrim's Way, 95, 119  
 Pindus Mountains, 173  
 Pirdop, 258  
 Pirin Range, 258  
 Pisa, 67, 198  
 Planica, 254  
 Plaznaun Valley, 103  
 Plitvice, 254  
 Plitvice, Lakes of, 81, 254  
 Pliva, River, 254  
 Ploesti Oilfields, 259  
 Plovdiv, 258  
 Plzen, 126  
 Pogradec, 257  
 Poland, 73, 77, 85, 94, 97, 123, 213  
     *seq.*  
 Pompei, 88, 197  
 Pont l'Évêque, 146  
 Porcia (castle), 105  
 Pori, 138  
 Port-Bou, 223  
 Porta Sole, Perugia, 88  
 Porto, Gulf of, 153

- Portschach, 104  
 Portugal, 75, 87, 96, 217 *seq.*  
 Postojna Cave, 255  
 Poznan, 216  
 Prague, 69, 123 *seq.*  
 Prizren, 257  
 Provence, 150, 155  
 Prut, River, 65  
 Puigcerda, 223  
 Punkaharju, 139  
 Puszta, 188  
 Puy de Dôme, 151  
 Puy, Le, 151  
 Pyrenees, The, 64, 82, 84, 151, 152,  
 154, 155, 155, 223, 230, 260  
  
 Quimper, 80, 147  
  
 Rab, 81  
 Rambouillet, 146  
 Rapallo, 93, 198  
 Rattenberg, 104  
 Rättvik, 238  
 Ravello, 88, 197  
 Ravenna, 68, 192  
 Remich, 203, 204  
 Reutte, 103  
 Reykjavik, 268-270  
 Rheims, 63, 148, 154, 155  
 Rheinfelden, 242  
 Rhine Falls, 249  
 Rhine, River, 65, 66, 90, 158 *seq.*,  
 242, 248  
 Rhodes, 174-176  
 Rhône Glacier, 249  
 Rhône, River, 65, 90, 245, 248  
 Ribe, 130  
 Richmond Park, Surrey, 85  
 Rigi, 247, 249  
 Riksgränsen, 236  
 Rila, 94, 258  
 Rimini, 263  
 Riviera, 64, 75, 89, 96, 150, 194  
 Rijeka, 257  
 Robert Gutthaus, 259  
 Rochefort, Grottoes of, 68  
 Rode, 259  
 Rohrbach, 259  
 Roman Wall, 88  
  
 Rome, 59, 64, 67, 69, 74, 77, 82, 88,  
 87, 88, 192 *seq.*  
 Roncal, 94  
 Ronda, 70, 225  
 Rosenau, 259  
 Roskilde, 152  
 Ross-on-Wye, 79, 119  
 Ross-shire, 90  
 Rosstrappe, 169  
 Rothenburg, 70, 168, 171  
 Rotterdam, 90  
 Roubaix, 148  
 Rouen, 146, 154  
 Route des Alpes, 35, 144  
 Route des Pyrénées, 35, 64, 144, 152  
 Rovalo, Inn of, 71  
 Rovaniemi, 71  
 Rozmberk, Lake, 126  
 Ruhstein, 163  
 Rumania, 73, 88, 258-9  
 Runic Alm, 257  
 Russia (see U.S.S.R.)  
 Ruthenia, 94  
  
 Saas-Fee, 245  
 Säckingen, 164  
 Saimaa Lakes, 138  
 St. Albans, 88  
 St. Anton, 97, 108  
 Ste. Anne d'Auray, 147  
 St. Aubin, 265  
 St. Bernard's Pass, 87, 242, 245  
 Saint Cloud, 146  
 St. Gellert Mount, 187  
 St. Germain-en-Laye, 146  
 St. Gilgen, 107  
 St. Helier, 265  
 St. Hubert, 115  
 St. Malo, 143  
 St. Moritz, 96, 246, 249  
 St. Peter Port, 265  
 St. Pol-de-Léon, 147  
 St. Tropez, 150  
 St. Wolfgang, 107  
 Salamanca, 87, 225 *seq.*  
 Salzbach, River, 108  
 Salzburg, 69, 71, 80, 100 *seq.*  
 Salzkammergut, 101 *seq.*  
 San, River, 65

- Sandvig, 133  
 San Gimignano, 70  
 San Marino, 263  
 Santander, 229  
 Santiago, 229  
 Santorin, 81, 176  
 Sarajevo, 69, 254, 255  
 Sardinia, 63, 68, 74, 192, 193, 199  
 Sarine, 248  
 Sark, 264, 265  
 Sarospatak, 189  
 Saumur, 154  
 Savona, 93, 198  
 Savoy, 149  
 Scania, 66, 237  
 Scarborough, 72  
 Schaffhausen, 242  
 Schârdigg, 107  
 Schavinsland, 164  
 Scheldt, River, 115  
 Schenk-Arpa, 259  
 Scheveningen, 182  
 Schiphol, 180  
 Schliffkopf, 163  
 Schluchsee, 164  
 Schrocken, 102  
 Schrunns, 102  
 Schwarz Wald, 158  
 Schwaz, 104  
 Scilly Islands, 71, 81  
 Scotland, 65, 66, 74, 75, 81, 90, 91,  
     94, 95, 97  
 Scutari, 257  
 Sedrun, 97  
 Seelisburg, 247  
 Segesta, 78  
 Segovia, 71, 225 *seq.*  
 Sein, 81  
 Selimaj, 257  
 Selinunte, 78  
 Semois, River, 115  
 Seo de Urgel, 261  
 Sepulveda, 71  
 Serroj, 257  
 Sestrières, 198  
 Setesdal, 212  
 Seurassari, 83, 137  
 Sevenoaks, 118  
 Seville, 67, 69, 72, 75, 96, 225 *seq.*  
 Sevres, 146  
 Shipka Pass, 258  
 Shikumbi, River, 257  
 Shrewsbury, 119  
 Shumen, 258  
 Sibin, 259  
 Sicily, 20, 44, 49, 71, 73, 77, 78, 81,  
     84, 88, 93, 96, 192 *seq.*  
 Siena, 67, 92, 198, 199  
 Sierra Nevada, 228  
 Sighisoara, 259  
 Silesia, 215  
 Silkeborg, 130, 131  
 Simplon Pass, 242, 245  
 Sinaia, 259  
 Sintra, 219  
 Sion, 245  
 Sisikon, 247  
 Siusi, Alpe di, 198  
 Sjaellands Odde, 133  
 Skansen, 83, 137, 235  
 Skibotn, 138  
 Skive, 130  
 Skye, 65, 88, 95  
 Sliven, 258  
 Slovakia, 124-126  
 Slovenia, 252, 254  
 Slovensky Ráj, 125  
 Sona, 258  
 Sognefjord, 208  
 Sola, River, 65  
 Solbad Hall, 104  
 Solden, 103  
 Solent, The, 97  
 Solo, 176  
 Sonderborg, 130  
 Sopron, 188  
 Sorrentine Peninsula, 197  
 Soro, 132  
 Southwark, 118  
 Spa, 115  
 Spain, 6, 35, 39, 58, 63, 64, 67, 73,  
     75, 76, 80, 87, 88, 90, 92, 94, 96,  
     222 *seq.*  
 Spakenburg, 184  
 Sparta, 176  
 Spezia, 148  
 Spital, 105  
 Split, 253, 255  
 Stalheim, 211  
 Staphorst, 183, 184  
 Stava Zagora, 258  
 Steinach, 103  
 Stensigmoose, 131  
 Stockholm, 35, 69, 83, 97, 137, 233  
     *seq.*  
 Stokesay, 119  
 Stonehenge, 63  
 Storlien, 236  
 Strasbourg, 63, 148  
 Stratford-upon-Avon, 72, 119

- Strbské Pleso, 125  
 Stromboli, 192  
 Struma Valley, 258  
 Stuttgart, 159  
 Stymphalos, Lake, 176  
 Styria, 101, 102, 107  
 Sultana, The, 75  
 Sunion, 175  
 Superbagnères, 152  
 Sûre, River  
 Susten Pass, 64  
 Suendborg, 130  
 Sweden, 56, 63, 64, 66, 76, 79, 80,  
     82, 92, 93, 97, 98, 231, *seq.*  
 Switzerland, 6, 20, 38, 63, 70, 80,  
     84, 91, 92, 96, 97, 98, 239, *seq.*  
 Symonds Yat, 119  
 Syra, 176  
 Syracuse, 70, 78, 93, 197  
 Szeged, 188  
 Székesfehérvár, 188  
 Szombathely, 188  
  
 Tábor, 125, 126  
 Tagus, River, 219, 227  
 Tallinn, 260  
 Tampere, 138  
 Tamsweg, 108  
 Taormina, 88, 96, 194, 197  
 Tarasp, 247  
 Tarn, River, 151, 154, 155  
 Tarragona, 229  
 Tartlau, 259  
 Tatra Mountains, 82, 97, 125, 126,  
     215, 216  
 Taunus Mountains, 63  
 Tchamkoriya, 258  
 Telemark, 211  
 Terezin, 125  
 Teutobergen Wald, 158  
 Texel, 81, 85, 184  
 Thebes, 176  
 Thessaly, 176  
 Thiersee, 72  
 Thingvellir, 269, 270  
 Thorfajokull, 270  
 Thorsa, 270  
 Thun, 245, 249  
 Thun, Lake of, 97, 245  
 Thuringia, 168  
 Thuringer Wald, 158  
 Ticino (Tessin) 246, 256  
 Tinos, 176  
 Tintern Abbey, 119  
 Tirana, 257  
 Tiryins, 176  
 Tiszafüred, 189  
 Titisee, 164  
 Tokaj, 189  
 Toledo, 67, 69, 225 *seq.*  
 Tomar, 220  
 Tonder, 130  
 Tonnerre, 142  
 Torshavn, 267  
 Torzburg, 259  
 Toulouse, 94, 151  
 Toulon, 64  
 Tour de Carol, La, 261  
 Toors, 153  
 Trauenkirche, 106  
 Trauensee, 106, 108  
 Tréguire, 147  
 Tresco, 71, 81  
 Tripolis, 176  
 Trnovo, 258  
 Trondheim, 90, 93, 209, 210, 211,  
     236  
 Troodos, 266  
 Trossachs, 120  
 Troyes, 148  
 Turin, 198  
 Turku, 138  
 Twenthe, 184  
 Tyrol, 61, 66, 70, 83, 87, 101, *seq.*  
  
 Ukraine, 62, 260  
 Ullapool, 90  
 Umbria, 192  
 Uppsala, 236, 237  
 U.S.S.R., 51, 73, 259-60  
 Utrecht, 182  
 Utsjoki, 138  
  
 Vadihaiddi, Mt., 269  
 Vaduz, 64, 262  
 Vajnory, 126  
 Valais (Wallis), 245, 249  
 Valence, 64  
 Valencia, 224, 229  
 Valetta, 270, 225  
 Vallidal, 211



Vailgrund Islands, 139  
 Varmland, 66, 234, 237  
 Varna, 258  
 Vastergötland, 237  
 Vatican City, 74, 82, 83, 195, 264  
 Vaud, 249  
 Vau i Dardhes, 257  
 Veile, 151  
 Veiden, 104  
 Venasque, Port de, 152  
 Venice, 64, 69, 83, 89, 90, 192, *seq.*  
 Vent, 103, 109  
 Ventimiglia, 93, 193  
 Verona, 198  
 Verdon, Canyon of River, 150  
 Versailles, 2, 146  
 Veszprém, 188  
 Vesuvius, 192, 197  
 Vettlefjord, 211  
 Vézelay, 149  
 Vianden, 203  
 Viborg (Denmark), 131  
 Viborg (U.S.S.R.), 138  
 Vienna, 69, 82, 100, *seq.*  
 Vietri, 198  
 Vigeland Park, 83, 209  
 Vignemale, 152  
 Vijver Lake, 181  
 Vila Novade Gaia, 220  
 Virunum, 105  
 Visby, 68, 72, 235, 238  
 Vistula, River, 65, 215  
 Vitré, 147  
 Vitznau, 247  
 Vltava, River, 124, 127  
 Volendam, 181, 184  
 Vorarlberg, 101, *seq.*  
 Vosges, 75, 94, 148, 245  
 Voss, 211, 212  
 Vulpera, 247

Walchen, Lake, 166  
 Walcheren, 183  
 Waldschütt, 164  
 Wales, 66, 90

Wapping, 118  
 Warsaw, 215, 216  
 Wawel, 215  
 Weggis, 247  
 Weimar, 168  
 Weissen See, 105, 109  
 Wells, 67  
 Wels an der Traun, 107  
 Wengen, 245, 249  
 Werfen, 106  
 Westminster Abbey, 67, 118, 119  
 Wetterstein Mountains, 166  
 Weymouth, 265  
 Wieliczka, 216  
 Wiertz Gallery, 115  
 Wiltz, 202  
 Winchester, 95  
 Windsor, 67, 119  
 Wipp Valley, 103  
 Woerthersee, 104, 108  
 Würgl, 93  
 Wye, River, 65, 119

Yambol, 258  
 Yel Tepe, 258  
 York, 67, 120  
 Yugoslavia, 75, 74, 81, 82, 88, 94,  
 97, 251, *seq.*

Zakopane, 216  
 Zealand, 63, 129, *seq.*  
 Zell am See, 106  
 Zermatt, 245, 249  
 Zlatitsa Pass, 258  
 Zlin, 126  
 Zoroya, The, 75  
 Zoute, Le, 113  
 Zuers, 102, 108  
 Zug, 249  
 Zugspitze, 103, 165, 166  
 Zuidersee, 183  
 Zurich, 64, 248, 249



